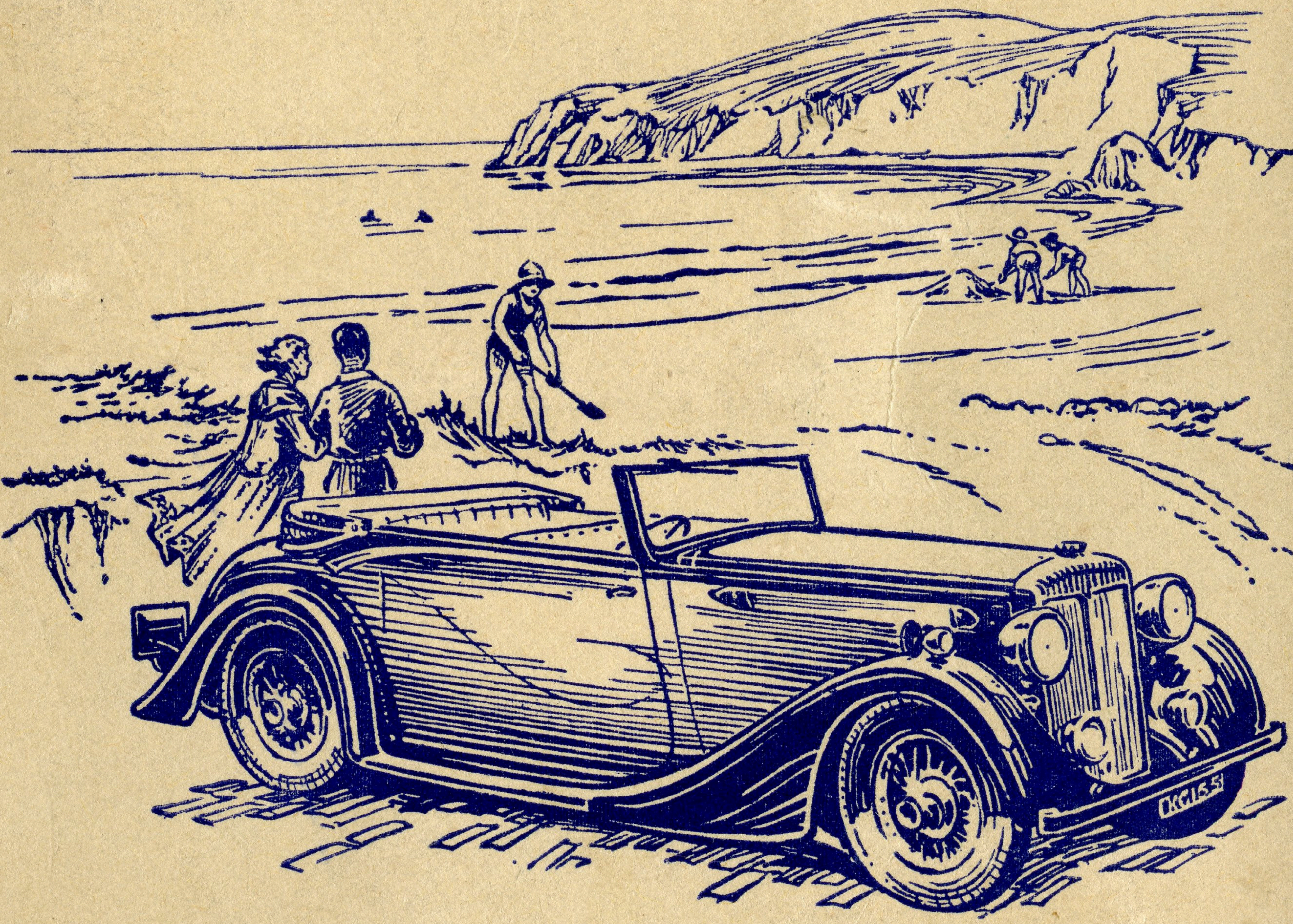
An Album of MOTOR CARS Second Series



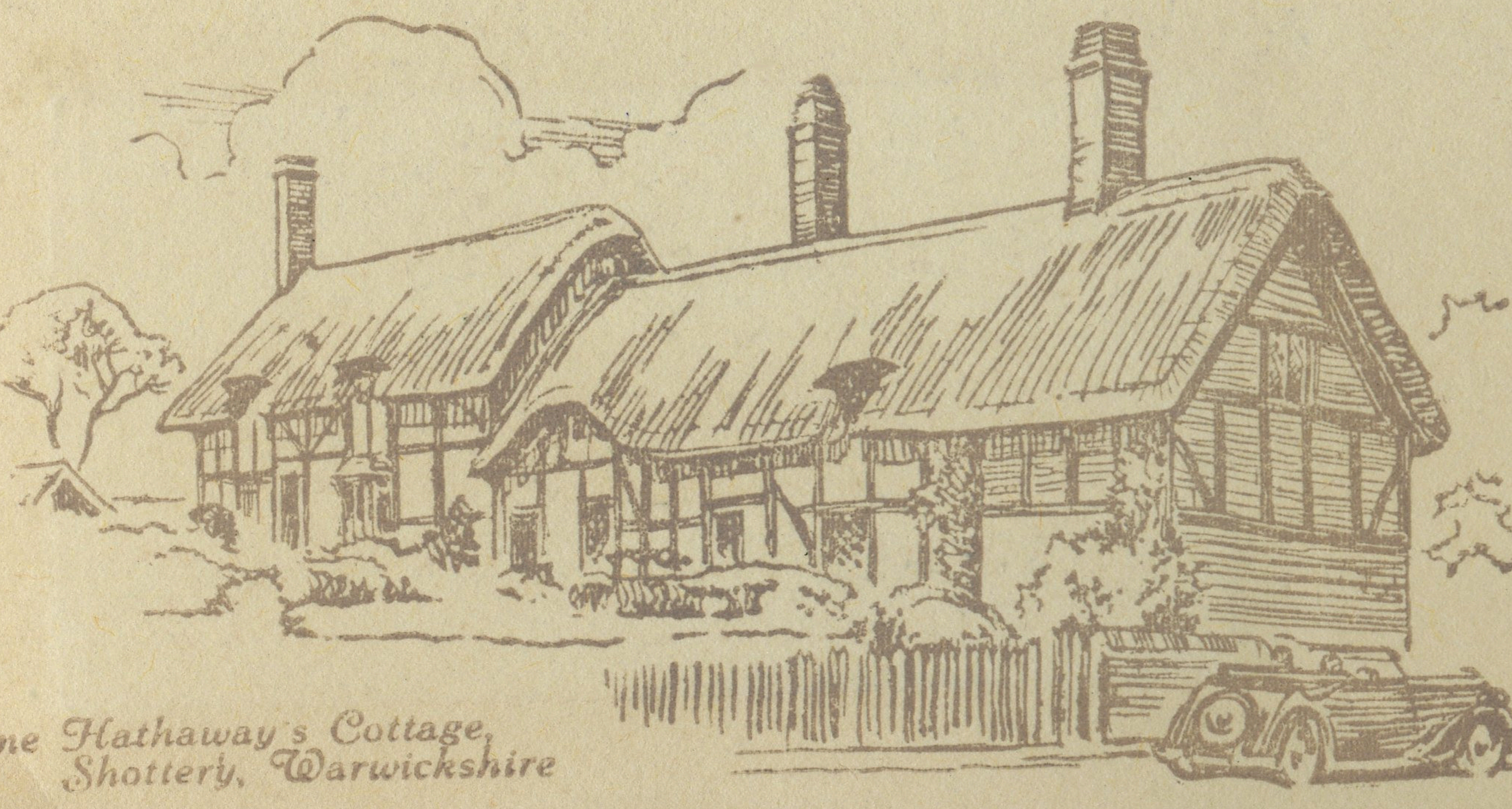
ISSUED BY

JOHN PLAYER & SONS

BRANCH OF THE IMPERIAL TOBACCO COMPANY (OF GREAT BRITAIN AND IRELAND), LIMITED

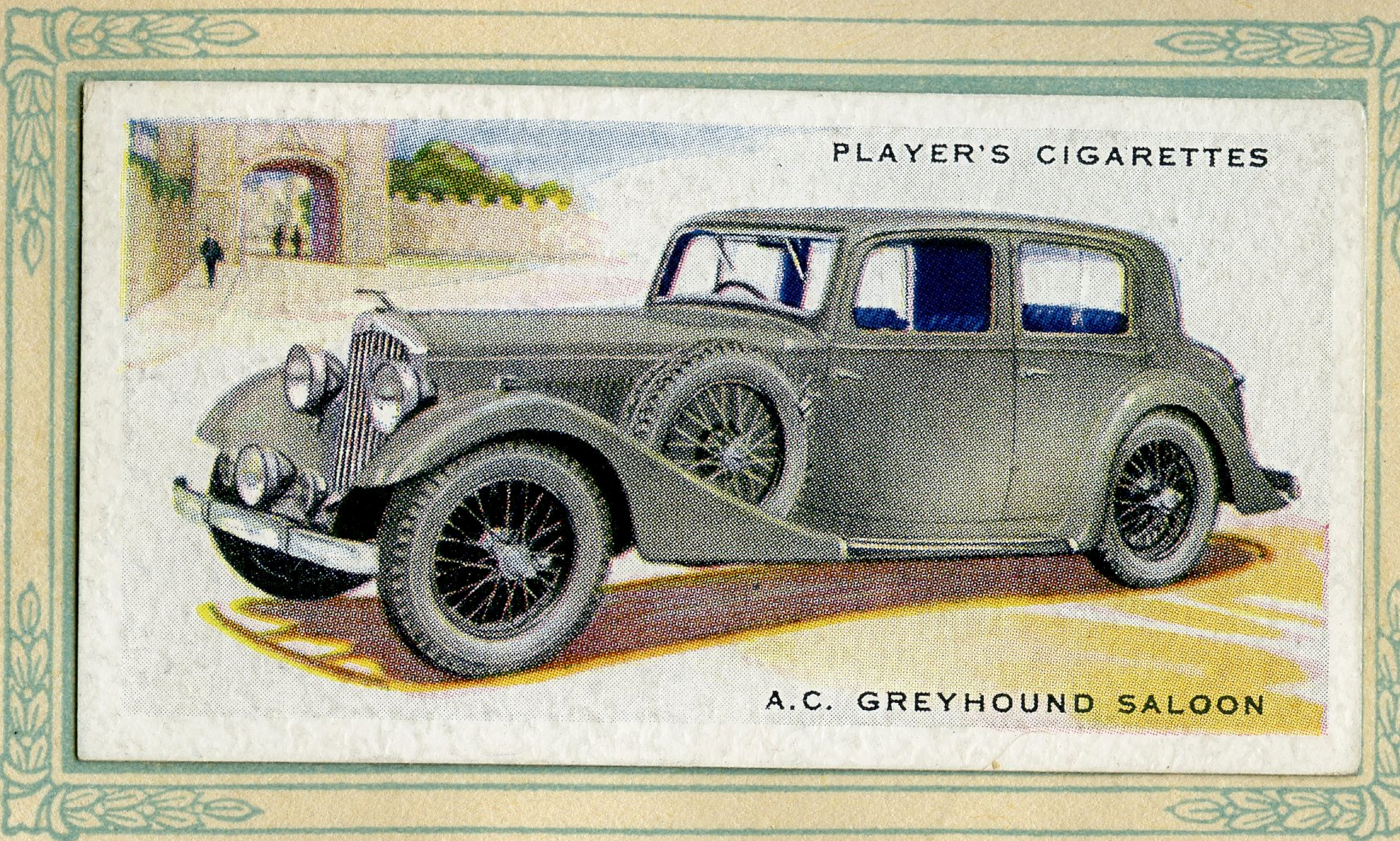
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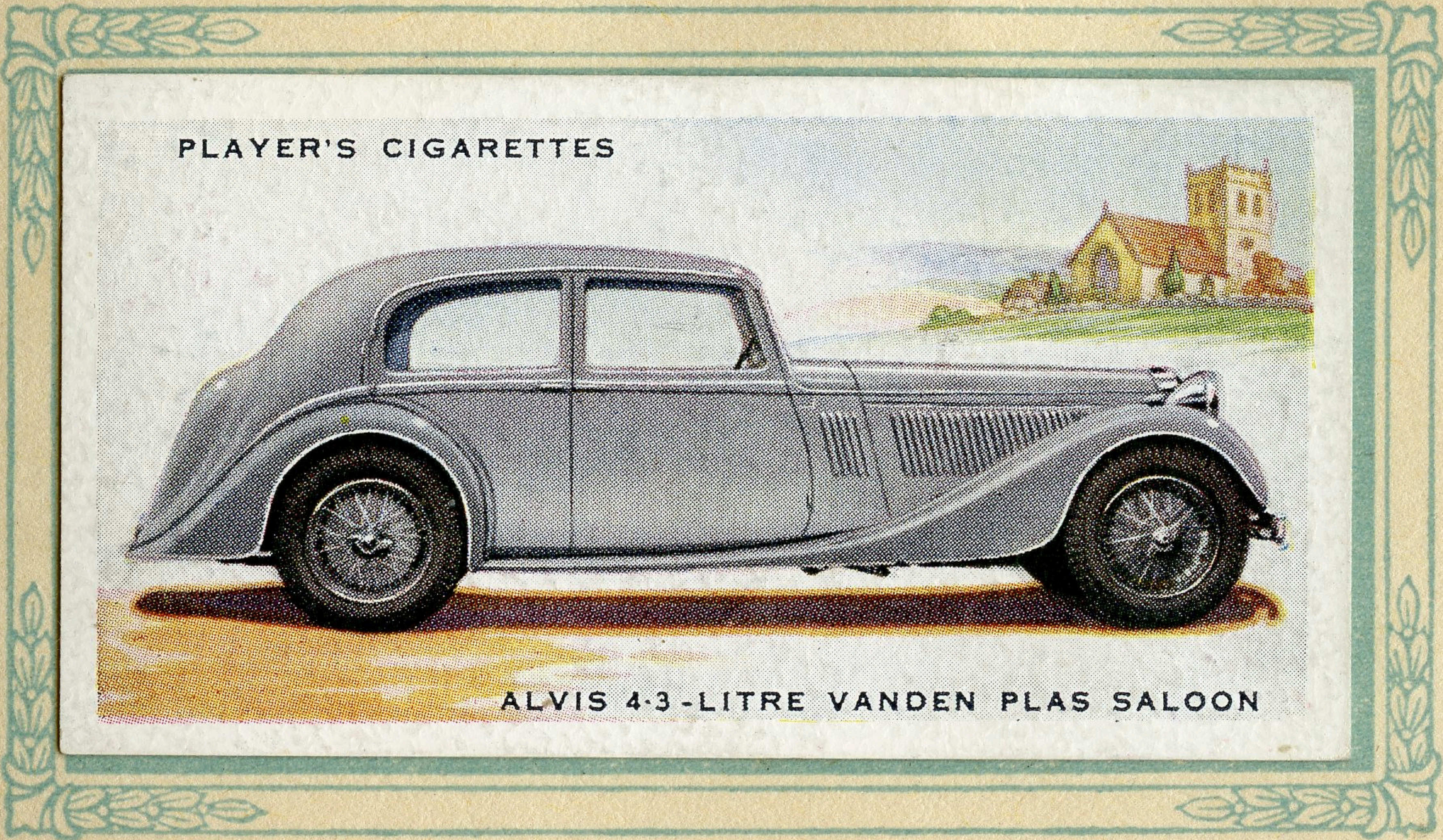
INDEX



Anne Hathaway's Cottage, Shottery, Warwickshire

A.C. GREYHOUND SALOON This sleek sports saloon is the latest form of the pioneer of British "light sixes." Though little is left of the original design, it is of the same rating, has still a fine power-weight ratio and striking performance and remains a hand-made car. It has a top speed of over 80 m.p.h., brisk acceleration and a cruising speed around 70 m.p.h. The six-cylinder engine is of 65 mm. bore, 100 mm. stroke and 1,991 c.c. cap., with overhead valves and three carburettors; the R.A.C. rating is 15·7 h.p. and the annual tax £12. The chassis has a 9 ft. 11 in. wheelbase and a 4 ft. 5 in. track. The car is priced at £535. (No. 1)



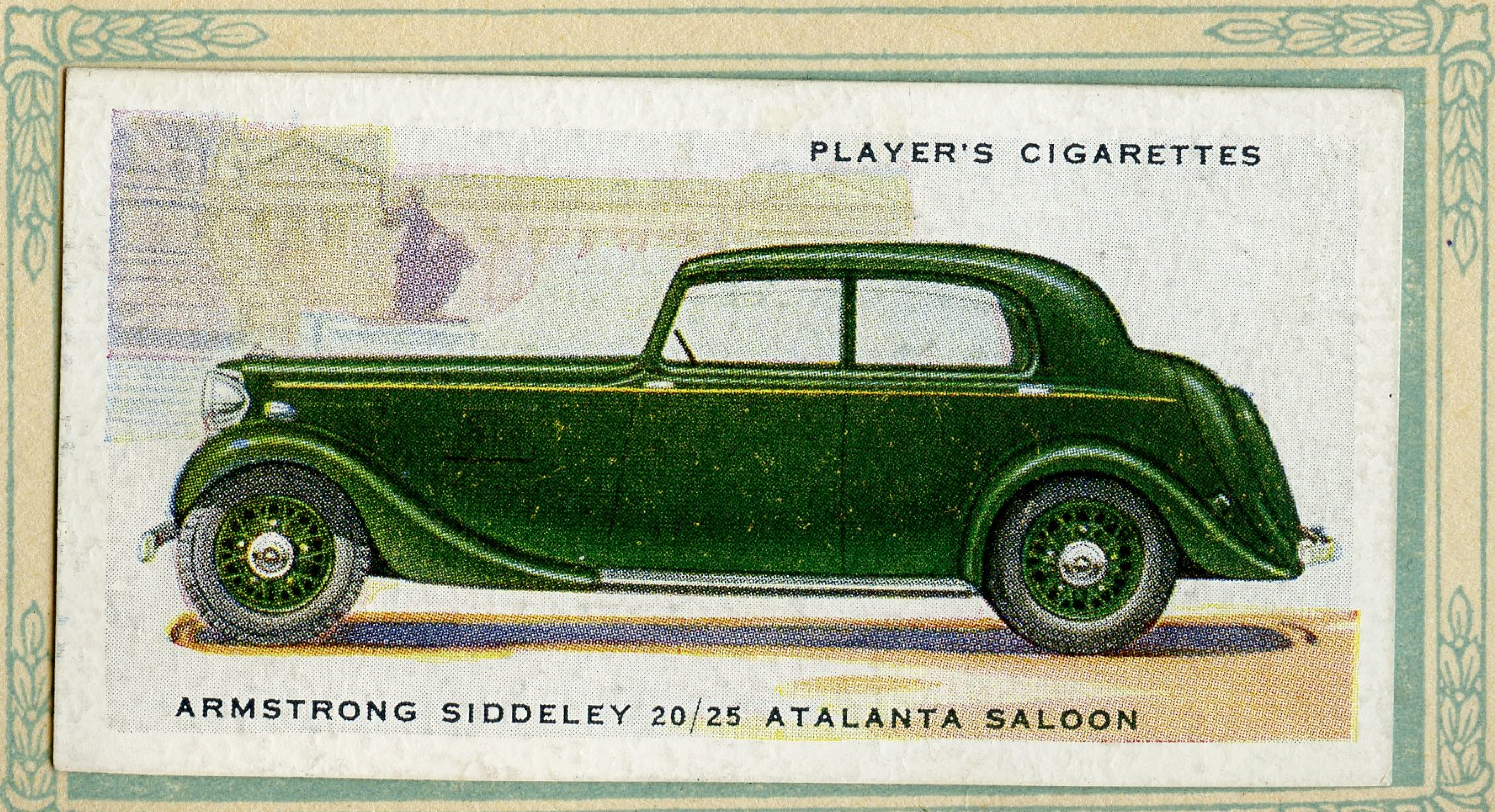


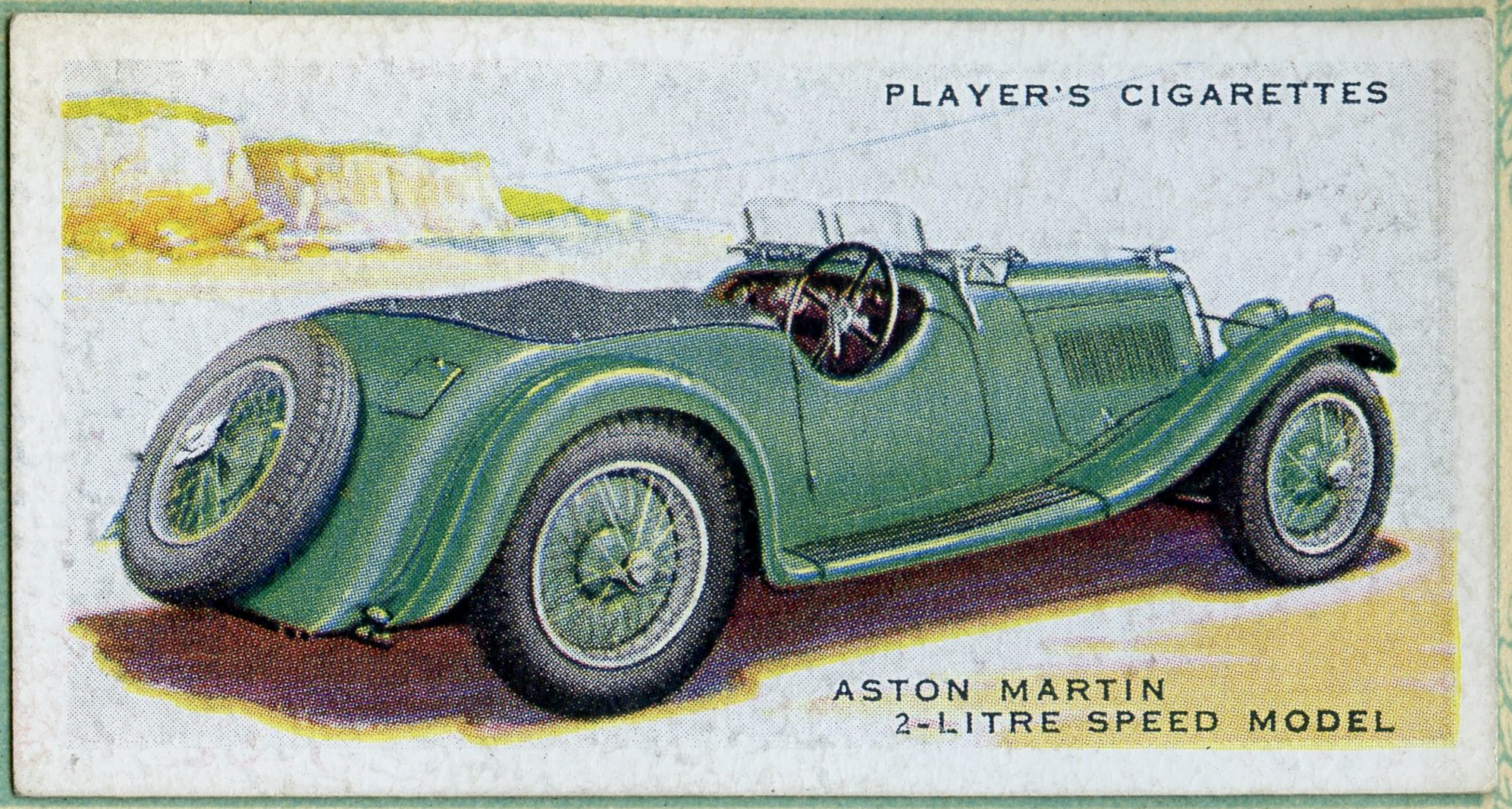


The Keigwin Arms, Mousehole, Cornwall

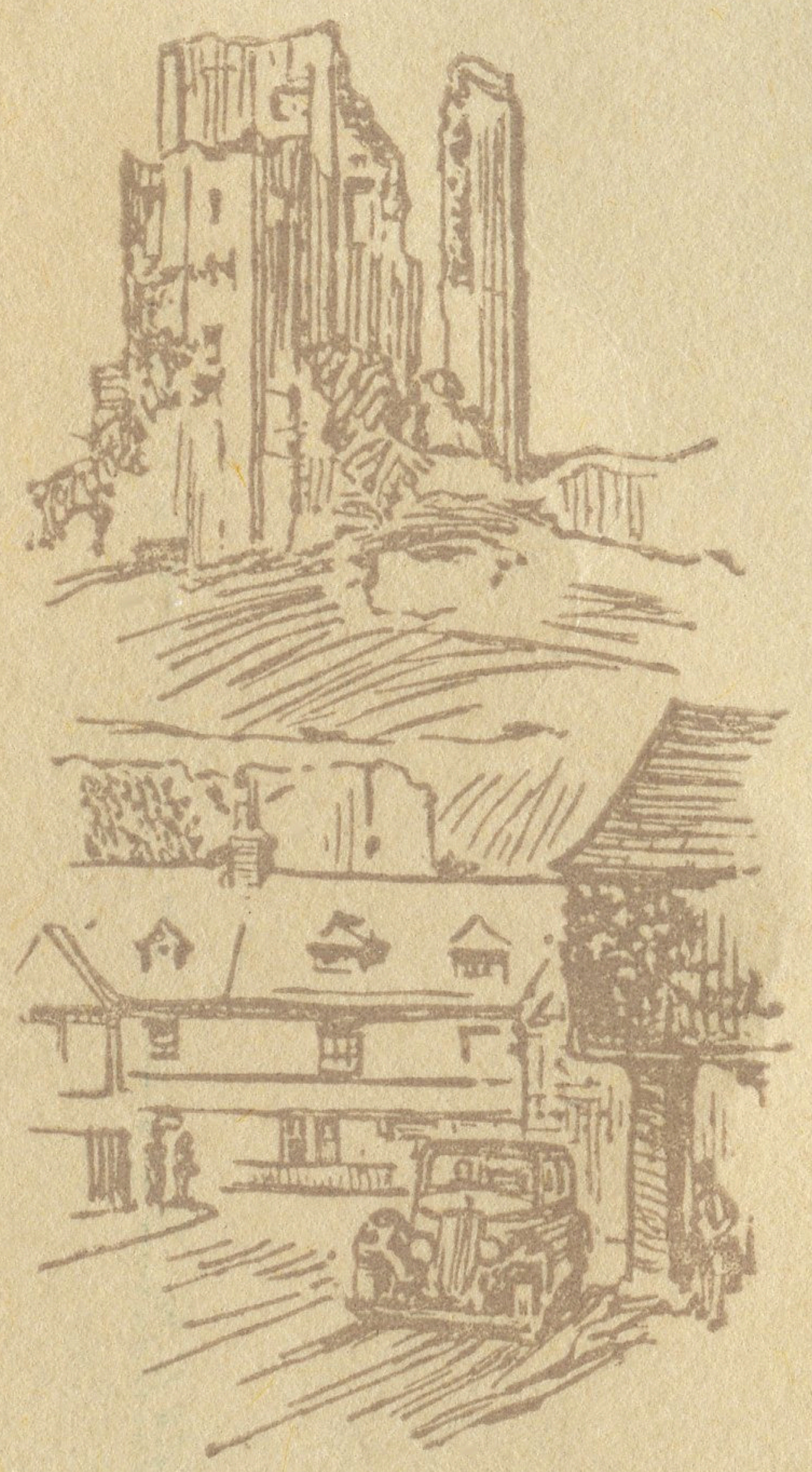
ALVIS 4·3-LITRE VANDEN PLAS SALOON. With this car Alvis enters the £1,000 class. It is the logical development of the successful 3½-litre, and while retaining the traditional Alvis qualities of speed and power the utmost care has been spent on making the performance phenomenally smooth and silent at all speeds. With a maximum speed of about 95 m.p.h. it cruises at whatever the road will allow The six-cylinder engine is of 92 mm. bore, 110 mm. stroke and 4,387 c.c. cap.; the R.A.C. rating is 31·48 h.p. and the annual tax £24. The chassis has a 10 ft. 7 in. wheelbase and a 4 ft. 8 in. track; the front wheels are independently sprung. The car is priced at £1,185. (No. 2)

ARMSTRONG SIDDELEY 20/25 ATALANTA SALOON This graceful example of the individual body styles evolved by Armstrong Siddeley is here seen on the new 20/25 chassis. Higher speeds and a livelier performance have been aimed at without the loss of comfort; there is a top speed of 80-85 m.p.h. and a cruising speed of 65 m.p.h. The six-cylinder engine is of 82·5 mm. bore, 114 mm. stroke and 3,670 c.c. cap. R.A.C. rating is 26 h.p. and annual tax £19 10s.; the pre-selective gear-box pioneered by this firm is now further refined by an automatic clutch. The chassis has a 10 ft. 3 in. wheelbase and a 4 ft. 9 in. track. The car is priced at £625. (No. 3)

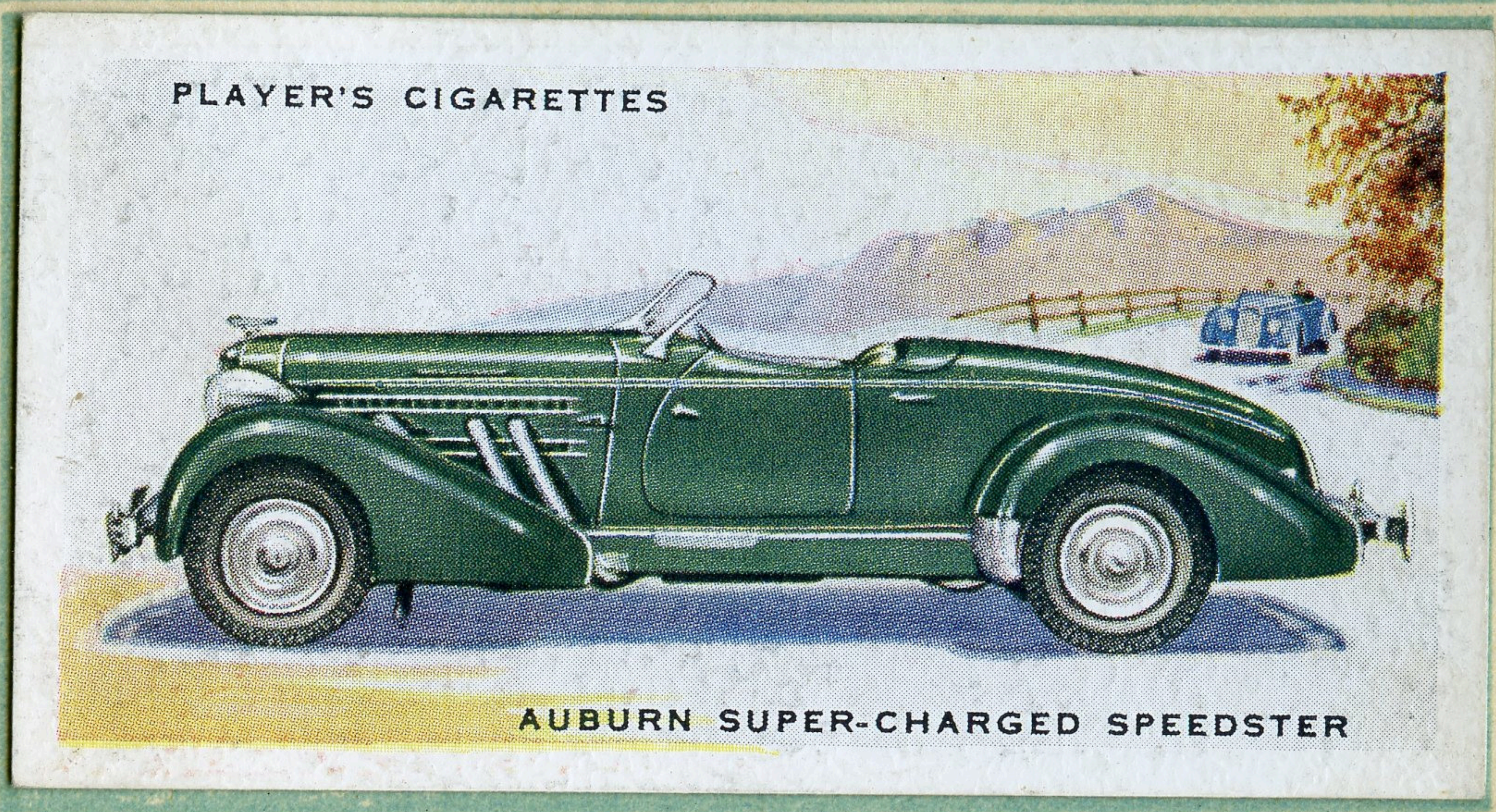




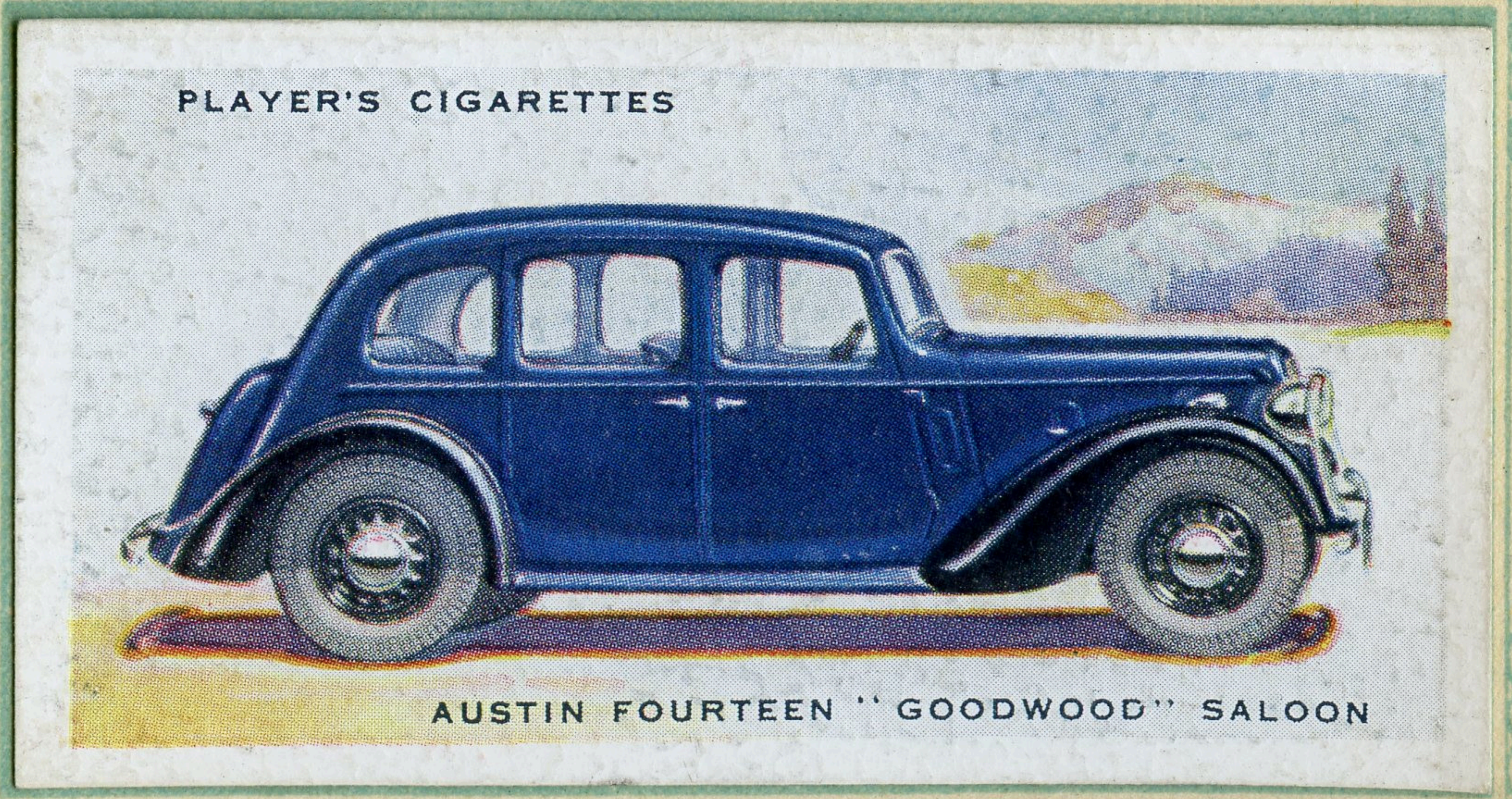
ASTON MARTIN 2-LITRE SPEED MODEL. The Aston Martin Speed Model is now a 2-litre car but there is no other change of note from the model which has won so many triumphs at Le Mans and elsewhere, this short-wheelbase two-seater being practically identical with the cars which ran in the last Tourist Trophy race. Outstanding features are a speed range up to 100 m.p.h. and magnificent road-holding capabilities. The four-cylinder engine is of 78 mm. bore, 102 mm. stroke and 1,950 c.c. cap.; the R.A.C. rating is 15 h.p. and the annual tax £11 5s. The chassis has an 8 ft. 6 in. wheelbase and a 4 ft. 6½ in. track. The car is priced at £775. (No. 4)



Corfe Castle, Dorset

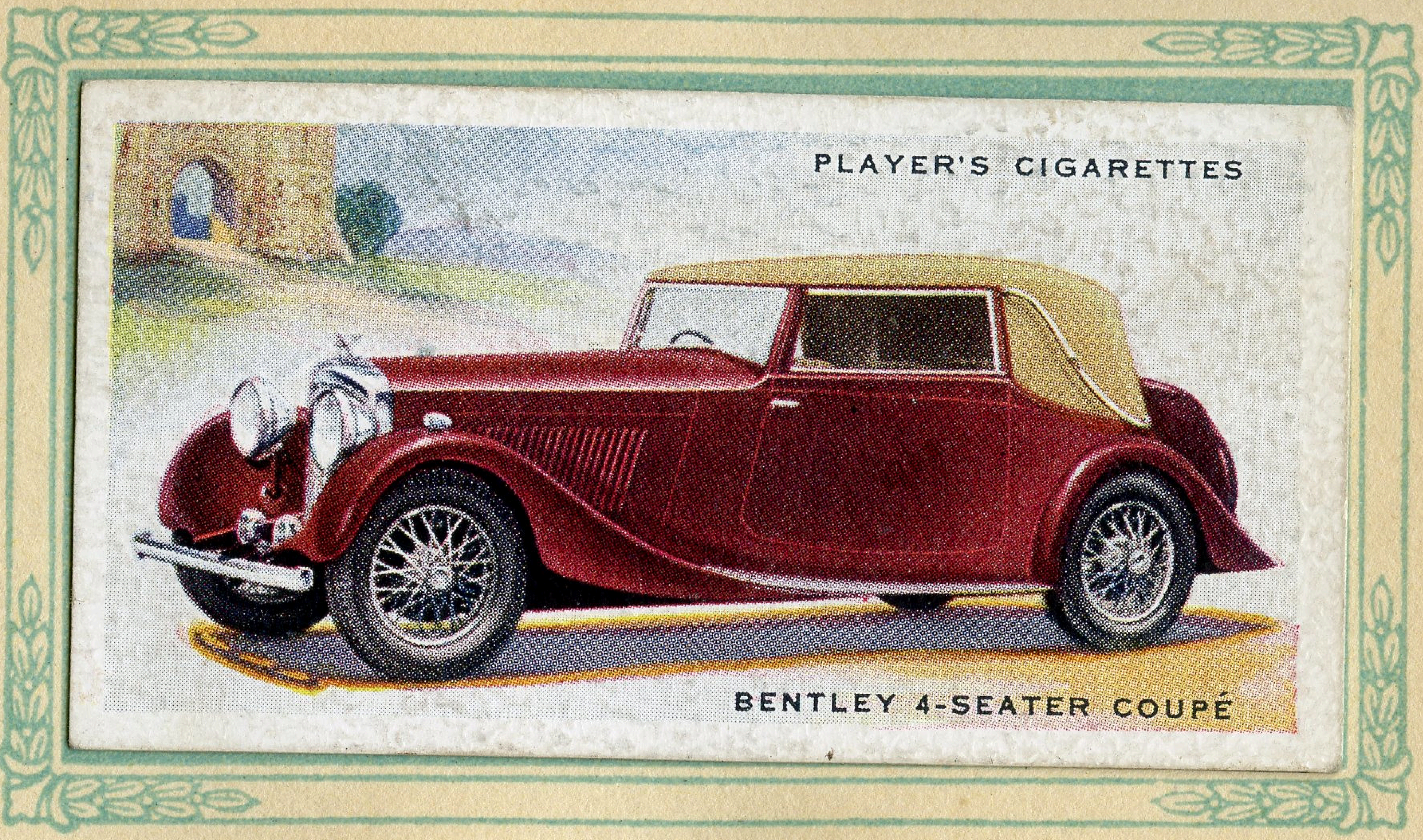


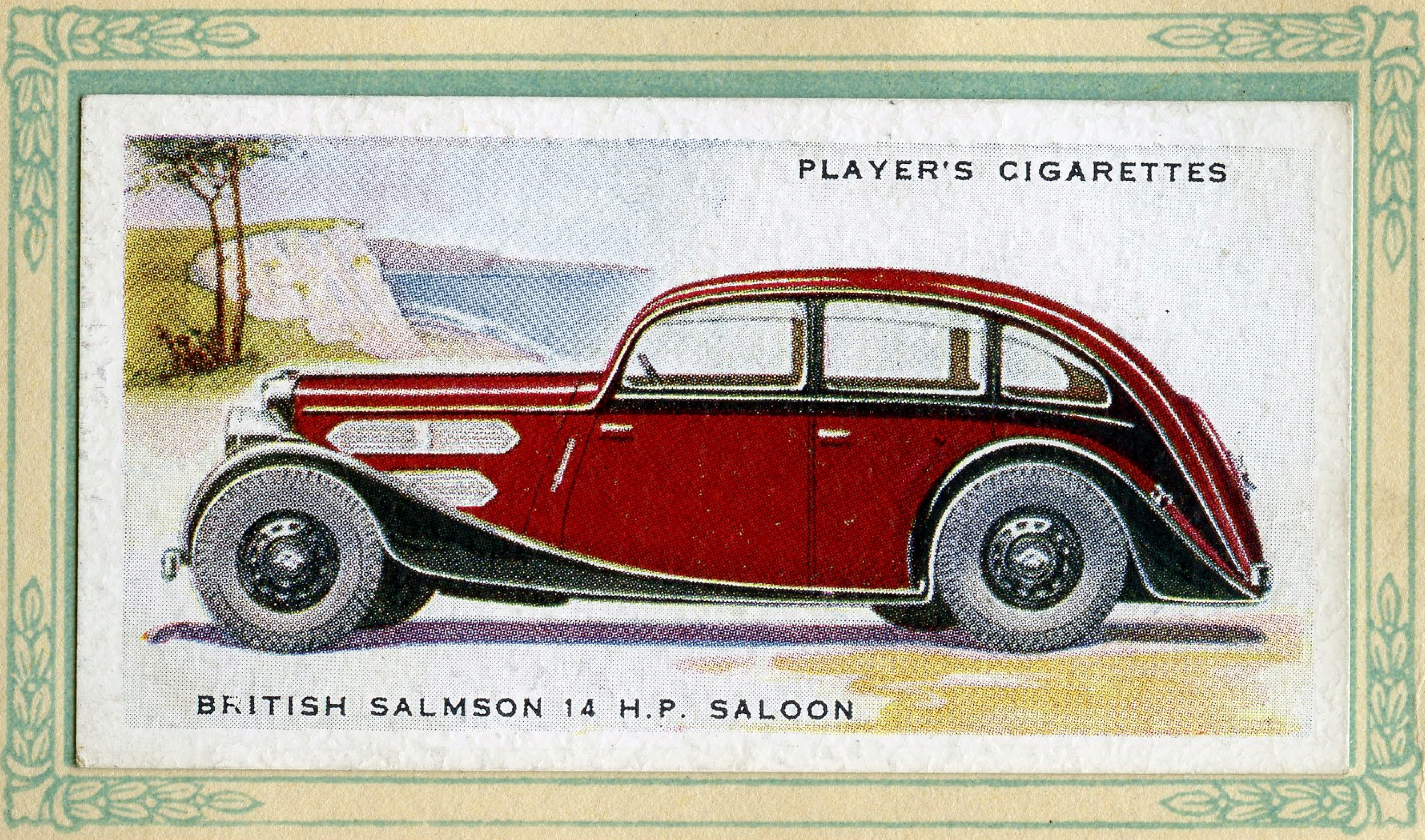
AUBURN SUPER-CHARGED SPEEDSTER. This is an American car super-charged for ordinary road work. Its 4½-litre engine develops 150 brake h.p. and the acceleration is terrific. Another unusual feature is a "dual-ratio" back axle, which in effect gives the driver a choice of six speeds and alternative top gear ratios of 3 to 1 or 4·5 to 1. On the former well over 100 m.p.h. is claimed. The eight-cylinder engine is of 77·8 mm. bore, 120·7 mm. stroke and 4,596 c.c. cap.; the R.A.C. rating is 30 h.p. and annual tax £22 10s. The chassis has a 10 ft. 7 in. wheelbase, a 4 ft. 11 in. track (front), and a 5 ft. 2 in. track (rear). The car is priced at £795. (No. 5)

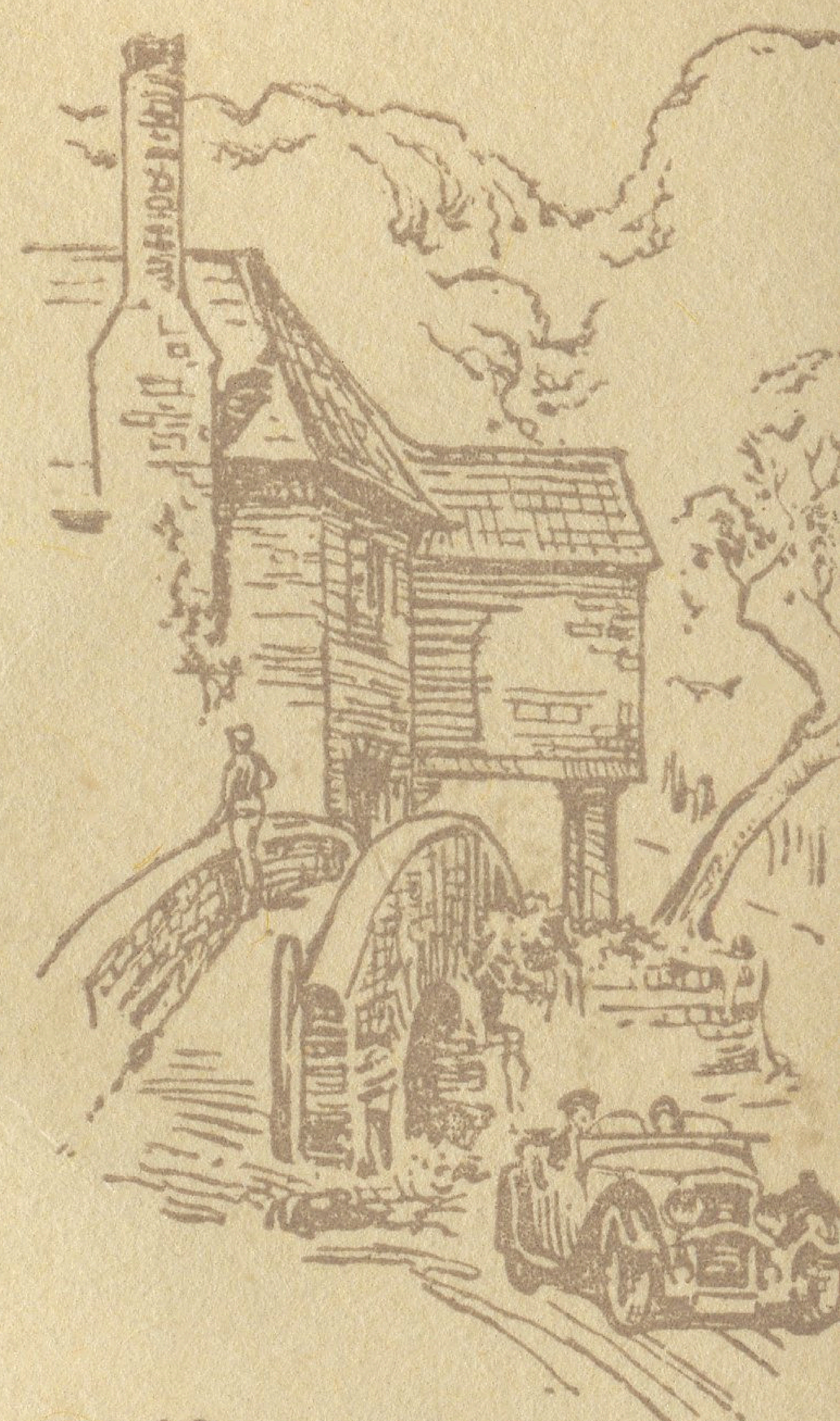


AUSTIN FOURTEEN GOODWOOD SALOON. Fashionable lines and the traditional Austin ideals of sensible comfort and practical convenience are cleverly blended in this new "middle-sized" model. Lower, lighter and more shapely, it yet has the same good driving vision and spaciousness together with a livelier performance. The six-cylinder side-valve engine is of 65·5 mm. bore, 84·63 mm. stroke and 1,711 c.c. cap.; R.A.C. rating is 15·96 h.p. and annual tax £12. There are a four-speed synchromesh gear-box and adjustable steering-wheel. The chassis has a 9 ft. 3¾ in. wheelbase and a 4 ft. 5⅜ in. track. The car is priced at £235 (fixed head, £215). (No. 6)

BENTLEY 4-SEATER COUPÉ. With the new 4½-litre engine, the Bentley becomes the supreme example of magnificent performance allied to luxurious comfort, smoothness and silence of travel. The car accelerates from a standstill to 50 m.p.h. in 10½ sec. and the top speed is 95 m.p.h. Below that speed the cruising rate is only limited by the road conditions. The six-cylinder engine is of 89 mm. bore, 114 mm. stroke and 4,257 c.c. cap.; the R.A.C. rating is 29·4 h.p. and the annual tax £22 10s.; there is a synchromesh gear-box. The chassis has a 10 ft. 6 in. wheel-base and a 4 ft. 8 in. track. The car is priced at £1,535 or, with 3½-litre engine, £1,485. (No. 7)



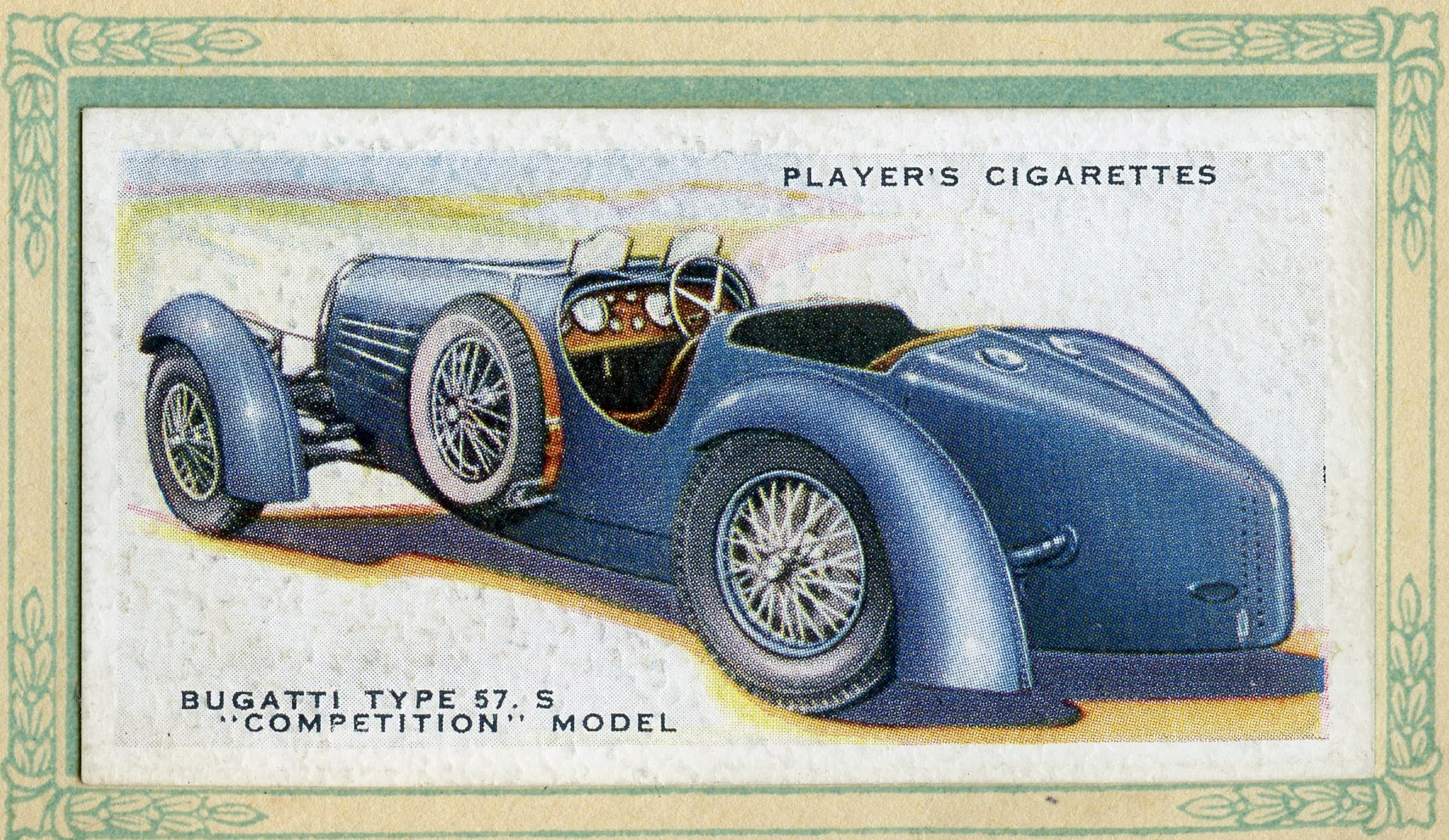


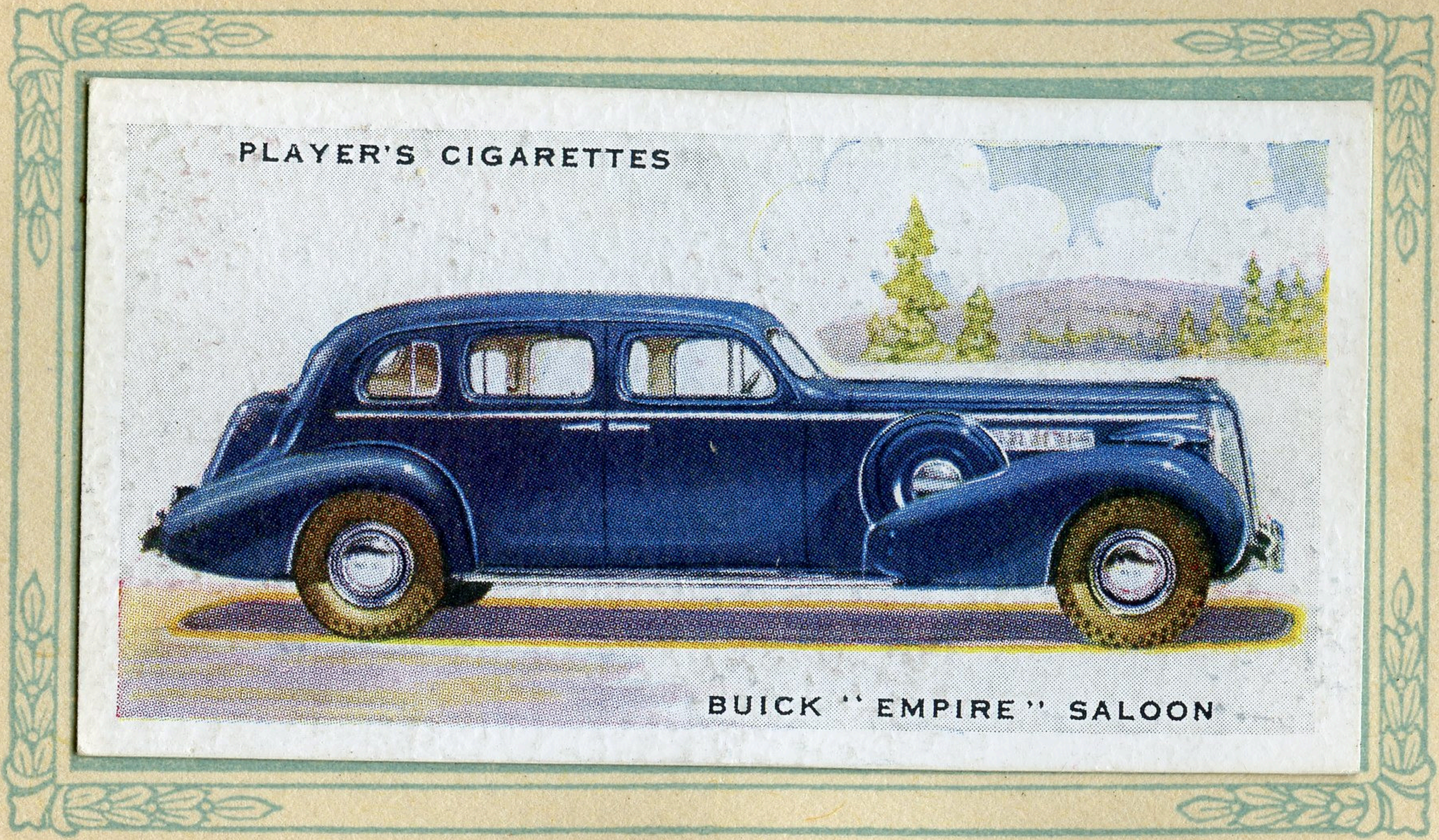


Packhorse Bridge, Allerford, Somerset

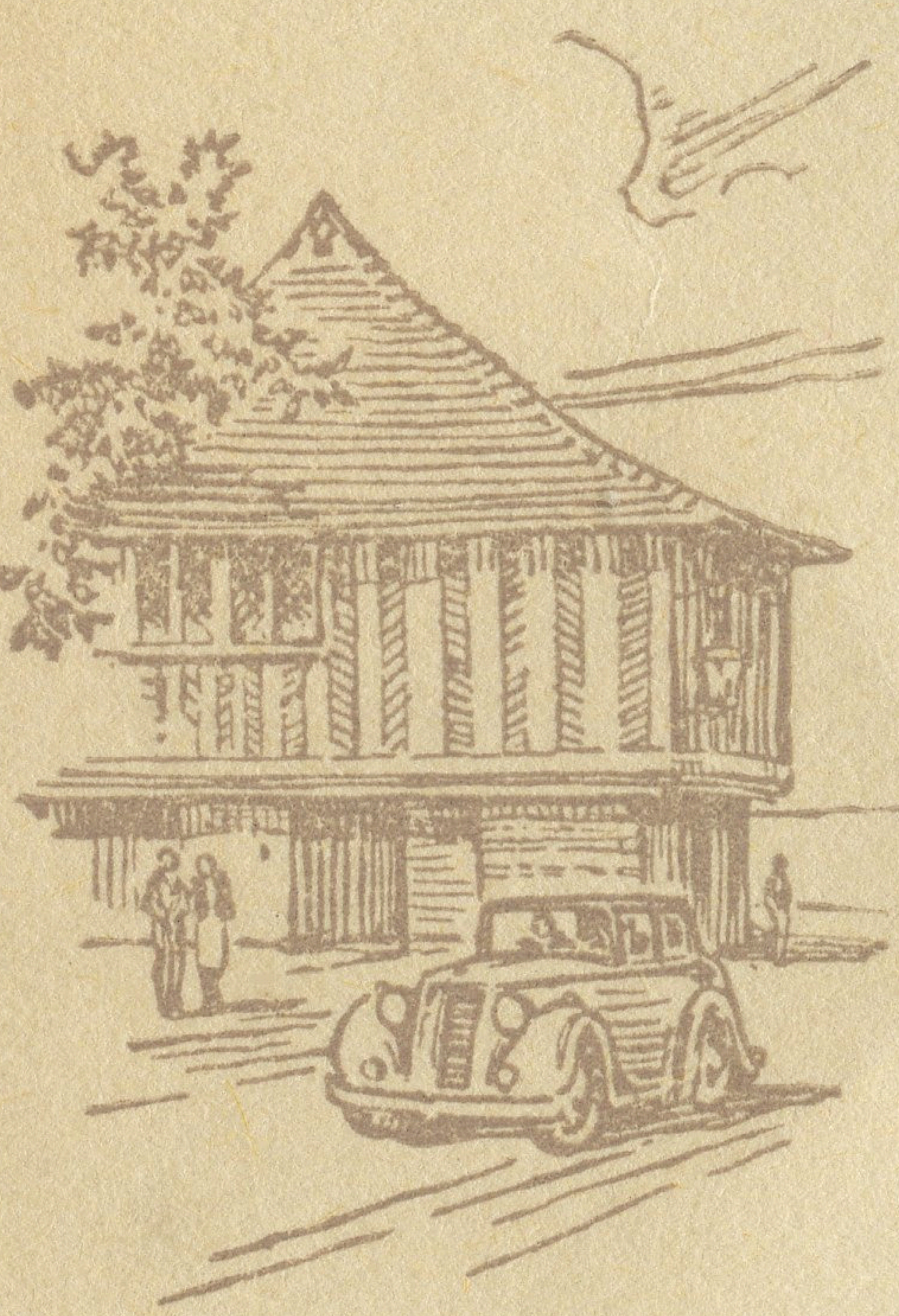
BRITISH SALMSON 14 H.P SALOON. This is a new model of a comparatively new make of hand-made car of considerable individuality. It is a " medium four " pulling a five-seater saloon at a top speed of 75 m.p.h. and a cruising speed of 60 m.p.h. Independent suspension of the front wheels is a notable feature which, backed up by low-pressure tyres, gives exceptional comfort and road-holding; it is both easy to drive and economical to run. The four-cylinder o.h.v. engine is of 72 mm. bore, 98 mm. stroke and 1,596 c.c. cap.; the R.A.C. rating is 13 h.p. and the annual tax £9 15s. The chassis has a 9 ft. 4¼ in. wheelbase and a 4 ft. 4¼ in. track. The car is priced at £395. (No. 8)

BUGATTI TYPE 57 S "COMPETITION" MODEL. Probably the fastest unsuper-charged standard car in the world, the Type 57.S Bugatti has, with special gearing, reached 140 m.p.h. on the Montlhéry Track, Paris. In the International Class C it has secured several records. With the beautifully stream-lined open body illustrated and normal gearing it is capable of 120 m.p.h. The eight-cylinders-in-line engine is of 72 mm. bore, 100 mm. stroke and 3,255 c.c. cap., R.A.C. rating is 25·7 h.p. and annual tax £19 10s. Chassis has a 9 ft. 9½ in. wheelbase and a 4 ft. 5 in. track; suspension is by half-elliptics (front) and quarter-elliptics (rear). The chassis price is £1,100. (No. 9)

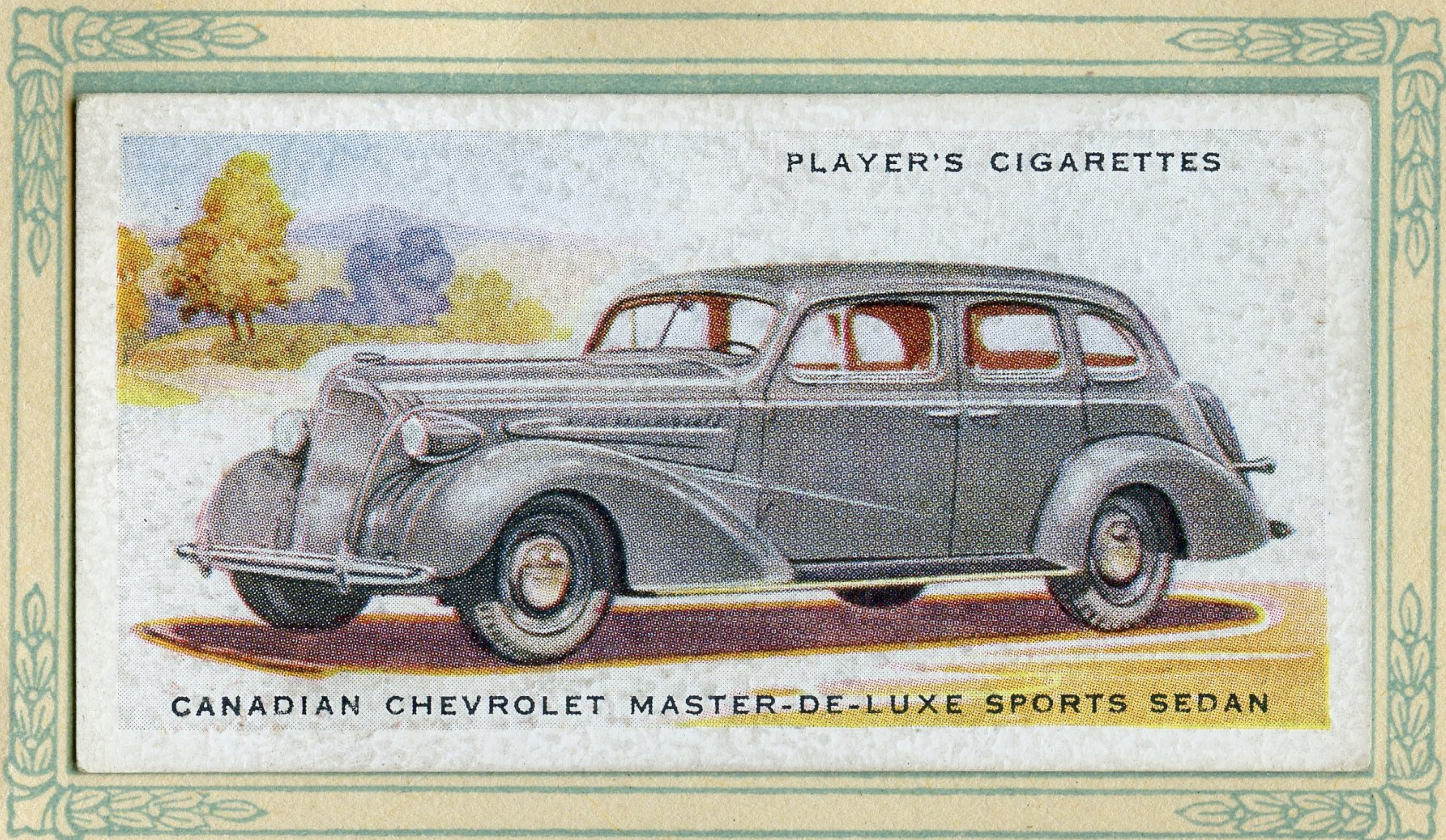




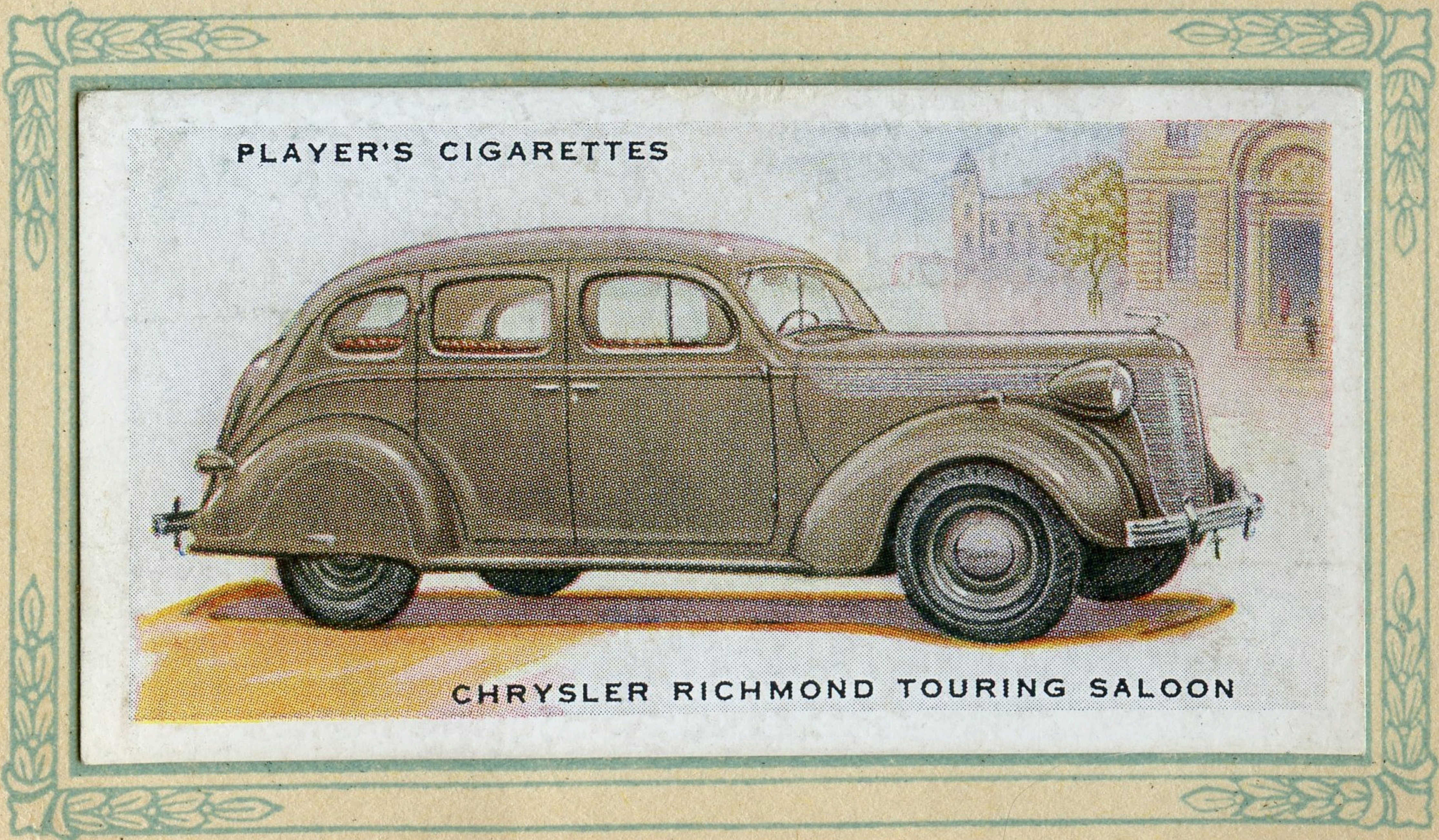
BUICK EMPIRE SALOON. A product of the Canadian McLaughlin Buick Factory, the Buick has few rivals for refined performance, speed and comfort. The "Empire" Saloon is one of the larger models, a fine town carriage, well-appointed and commodious. It has a top speed of more than 80 m.p.h. and cruises at 70 m.p.h. Car enthusiasts will note again the adoption of a new radiator style. The straight-eight engine is of 87·31 mm. bore, 109·54 mm. stroke and 5,247 c.c. cap.; the R.A.C. rating is 37·8 h.p. and the annual tax £28 10s. The chassis has a 10 ft. 11 in. wheelbase and a 5 ft. track; there is independent front-wheel suspension. The car is priced at £650. (No. 10)



Old Town Hall, Fordwich, Kent

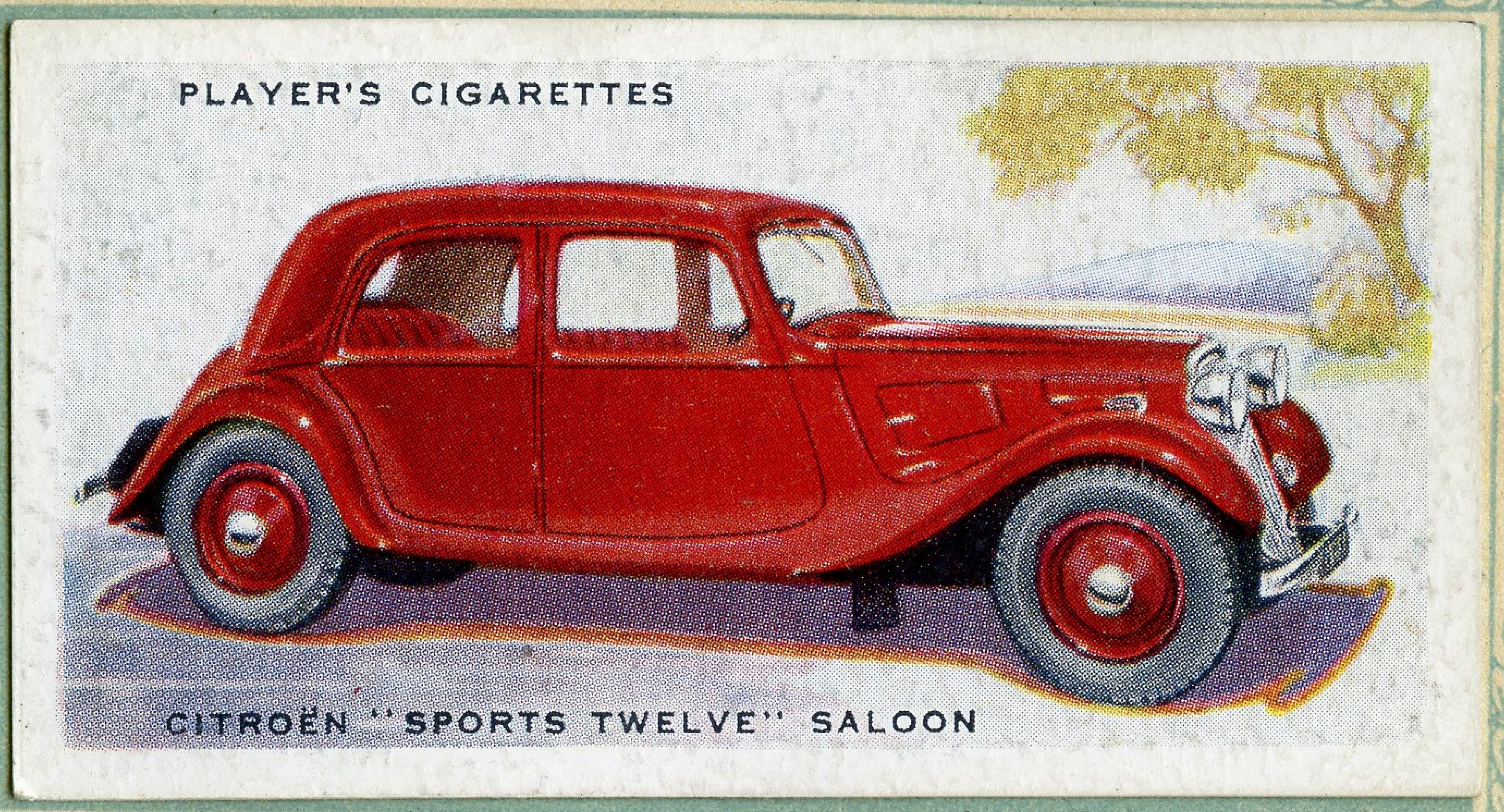


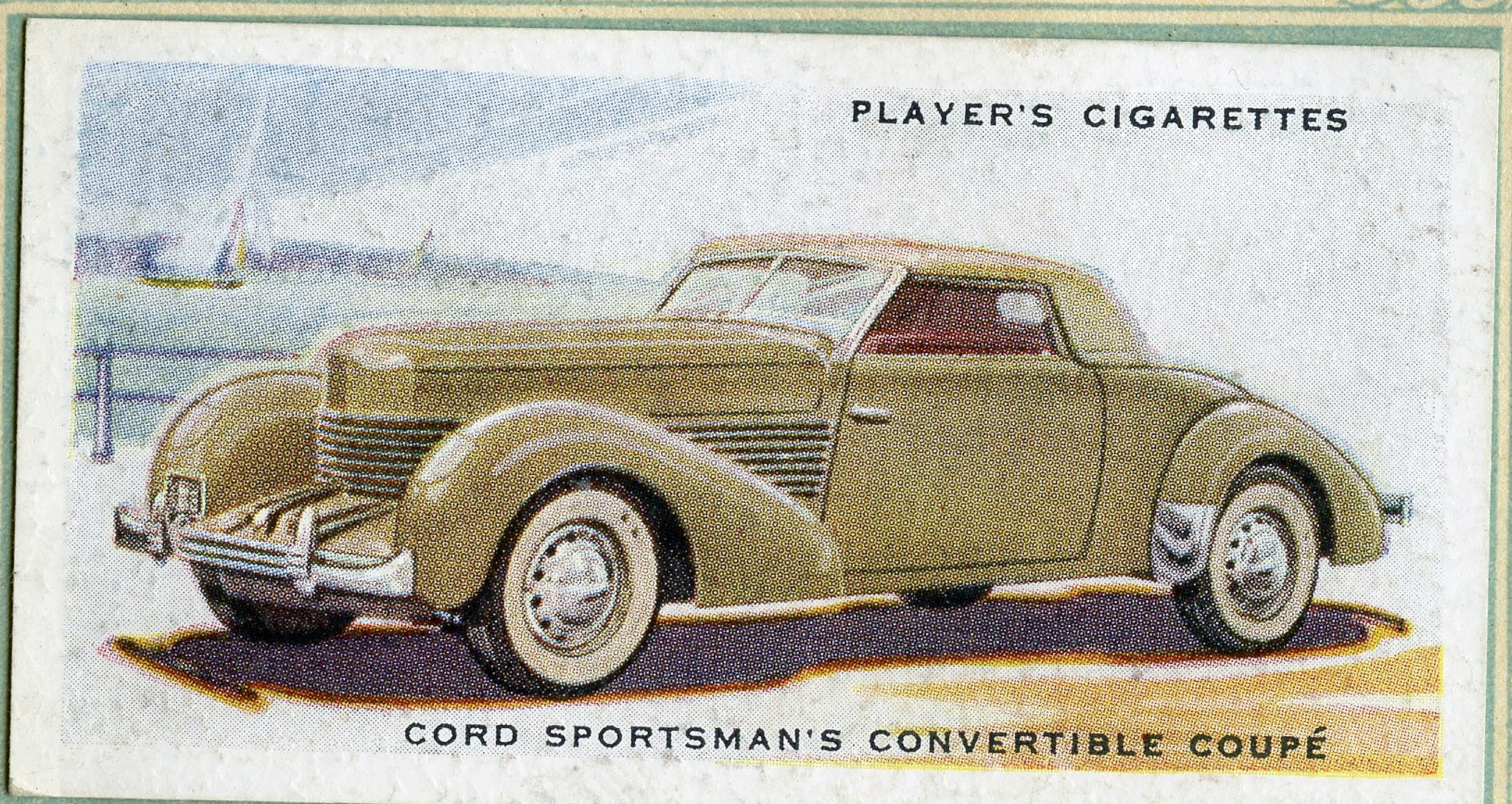
CANADIAN CHEVROLET MASTER-DE-LUXE SPORTS SEDAN Built entirely of steel, without nail, rivet or screw, the Chevrolet is yet much lighter than English cars of its size and, thanks to an unusually high top-gear ratio, a petrol consumption of 20 m.p.g. is easily obtained. Other features are room for three passengers in front and independent front-wheel suspension. The maximum speed is about 85 m.p.h. and cruising speed between 65 and 70 m.p.h. The six-cylinder engine is of 88·9 mm. bore, 95·25 mm. stroke and 3,725 c.c. cap., the R.A.C. rating is 29·4 h.p. and the annual tax £22 10s. The chassis has a 9 ft. 4¼ in. wheelbase and a 4 ft. 9 in. track. The car is priced at £338. (No. 11)

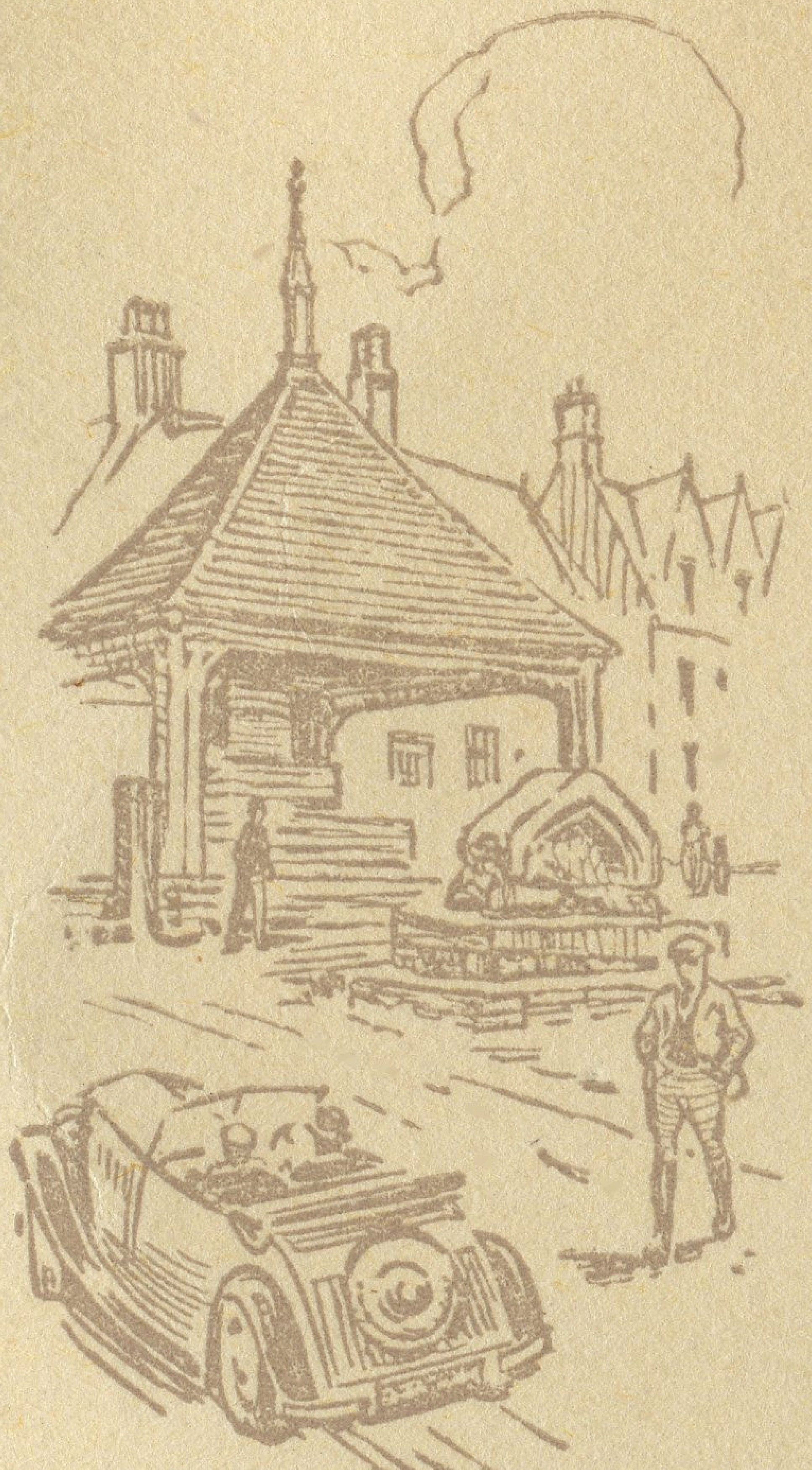


CHRYSLER RICHMOND TOURING SALOON Among American cars, the Chrysler's high performance and medium price have made it popular in this country for many years. One of the first to adopt streamlining and three-in-front seating, it is now popularizing the "overdrive," an additional and higher top gear, semi-automatically engaged. The Richmond has a maximum speed of 85 m.p.h. and a cruising speed of 70 m.p.h. or more. The six-cylinder engine is of 85·73 mm. bore, 107·95 mm. stroke and 3,739 c.c. cap.; R.A.C. rating is 27·3 h.p. and annual tax £21 there are four speeds. Chassis has a 9 ft. 8 in. wheelbase and a 4 ft. 9 in. track. The car is priced at £435. (No. 12)

CITROËN "SPORTS TWELVE" SALOON
This is a car of daringly unconventional design. The engine drives the front wheels, which are independently sprung, and body and frame are combined in one all-steel unit. The gear-lever protrudes through the dash and, there being no propellor shaft, the floor is exceptionally low and free of obstructions. There is a top speed of 70 m.p.h. and a cruising speed of 60 m.p.h. The four-cylinder engine is of 78 mm. bore, 100 mm. stroke and 1,911 c.c. cap.; the R.A.C. rating is 15 h.p. and the annual tax £11 5s.; the gear-box has three speeds. The chassis has a 9 ft. 6½ in. wheelbase and a 4 ft. 4⅜ in. track. The car is priced at £248. (No. 13)



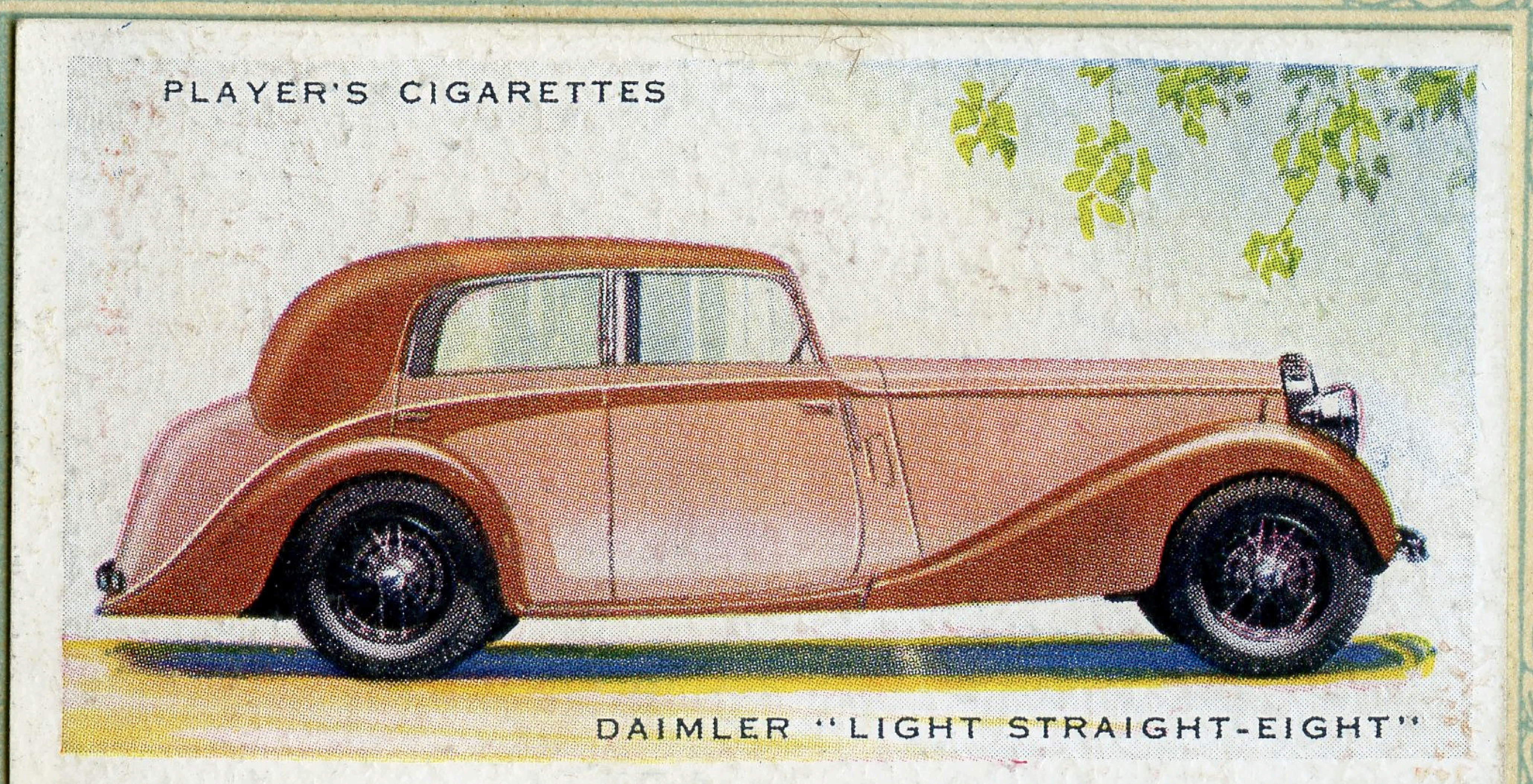


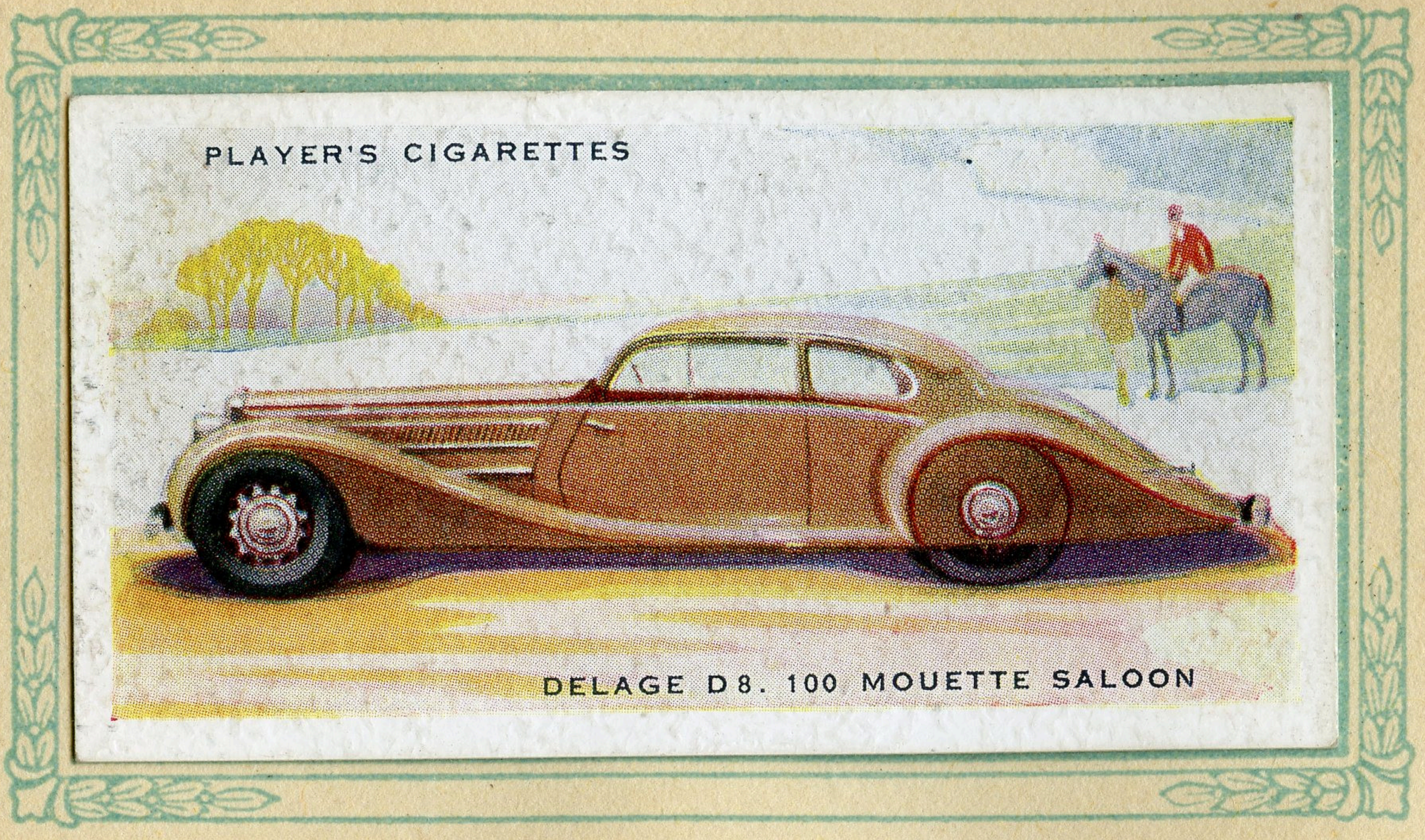


Castle Combe, Wiltshire

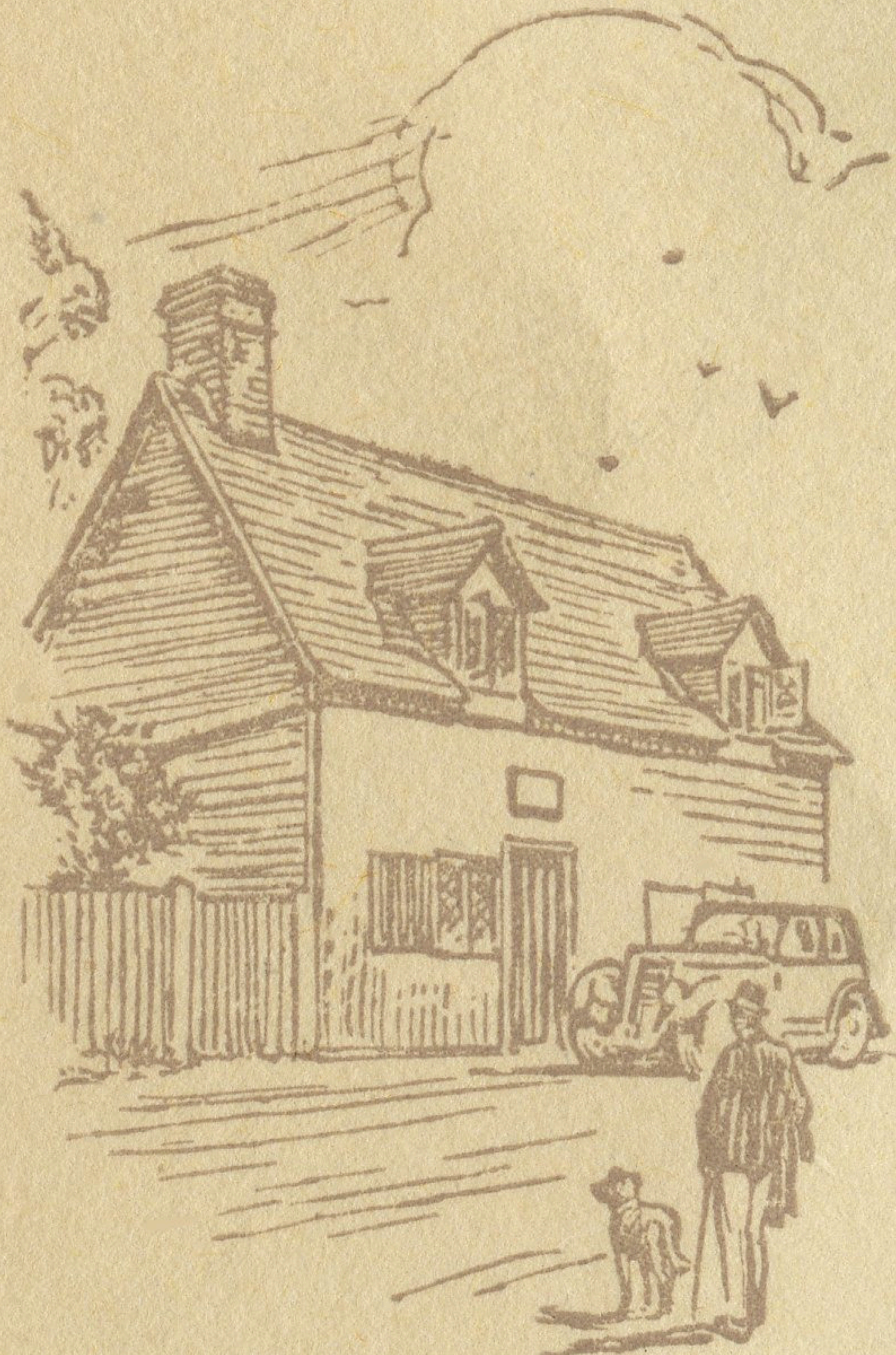
CORD SPORTSMAN'S CONVERTIBLE COUPÉ. Few cars have attracted more interest in recent years than the Cord, with its unconventional bonnet and radiator, its V-eight engine driving the front wheels and its special form of pre-selective gear-change with electrically-operated box. With a top-gear ratio of 2·75 to 1, the car's maximum is over 92 m.p.h.; it can cruise at 75 m.p.h. and has remarkable acceleration. The eight-cylinder engine is of 88·9 mm. bore, 95·2 mm. stroke and 4,730 c.c. cap.; the R.A.C. rating is 39·2 h.p. and annual tax £30; there are four speeds. The chassis has a 10 ft. 5 in. wheelbase, a 4 ft. 8 in. track (front), and a 5 ft. 1 in. track (rear). The car is priced at £875. (No. 14)

DAIMLER "LIGHT STRAIGHT-EIGHT"
This 3½-litre car is the fastest Daimler yet produced. The coupé has a timed top speed of 90 m.p.h., and a touring speed of 70 m.p.h. is easily reached and maintained without loss of the traditional Daimler silence. The engine is of 72 mm. bore, 105 mm. stroke and 3,421 c.c. cap.; the R.A.C. rating is 25·7 h.p. and the annual tax £19 10s.; transmission is by fluid flywheel and self-changing gear-box. The chassis has a 10 ft. 3 in. wheelbase and a 4 ft. 9 in. track. The car, fitted with a "Tickford" Cabriolet body as illustrated, is priced at £1,200. (No. 15)

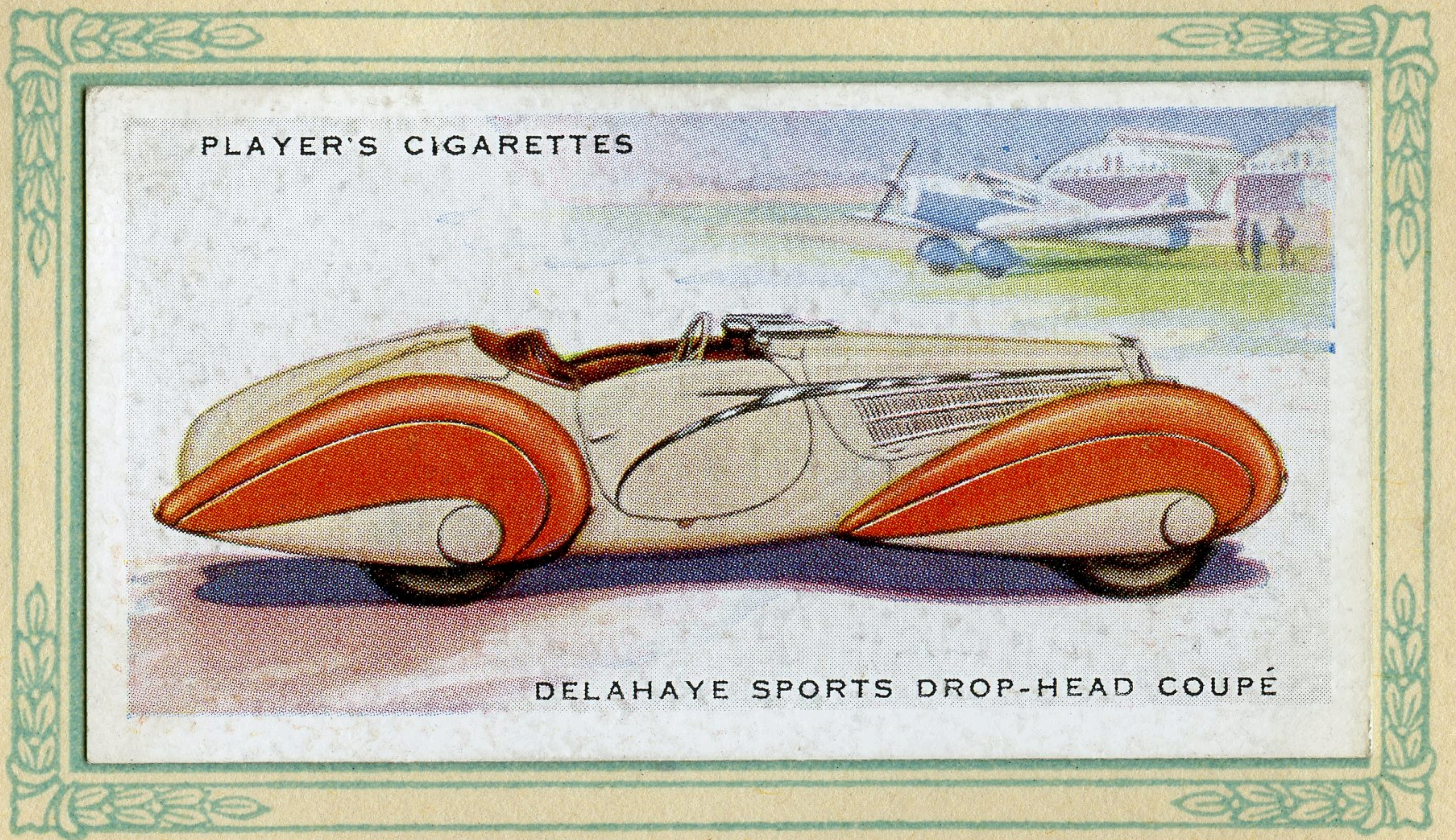




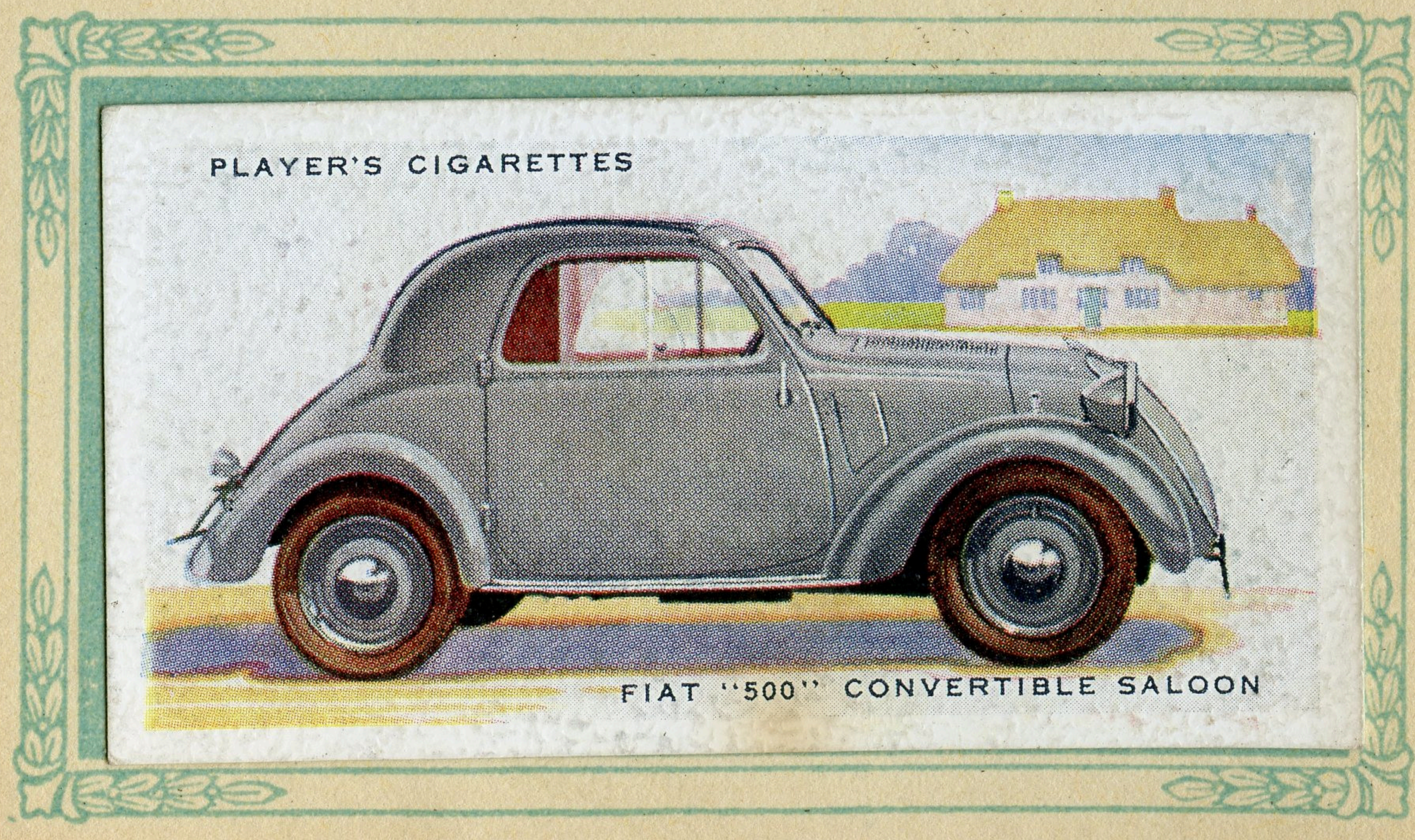
DELAGE D 8. 100 MOUETTE SALOON. Famous a decade ago for racing cars, the French firm of Delage has since been renowned for cars which are smooth, silent and very fast. A speed of nearly 100 m.p.h. is claimed for this model, with a cruising speed of 80 m.p.h. The Cotal gear-box, in which changes are made by an electric switch, is now standard. The eight-cylinder engine is of 80 mm. bore, 107 mm. stroke and 4,300 c.c. cap.; the R.A.C. rating is 31·6 h.p. and annual tax £24. The chassis can be supplied with either 11 ft. 1 in. or 11 ft. 11 in. wheelbase and a 4 ft. 9 in. track. The car, with body by Henri Chapron, is priced at £1,075. (No. 16)



Bunyan's Cottage, Elstow, Beds

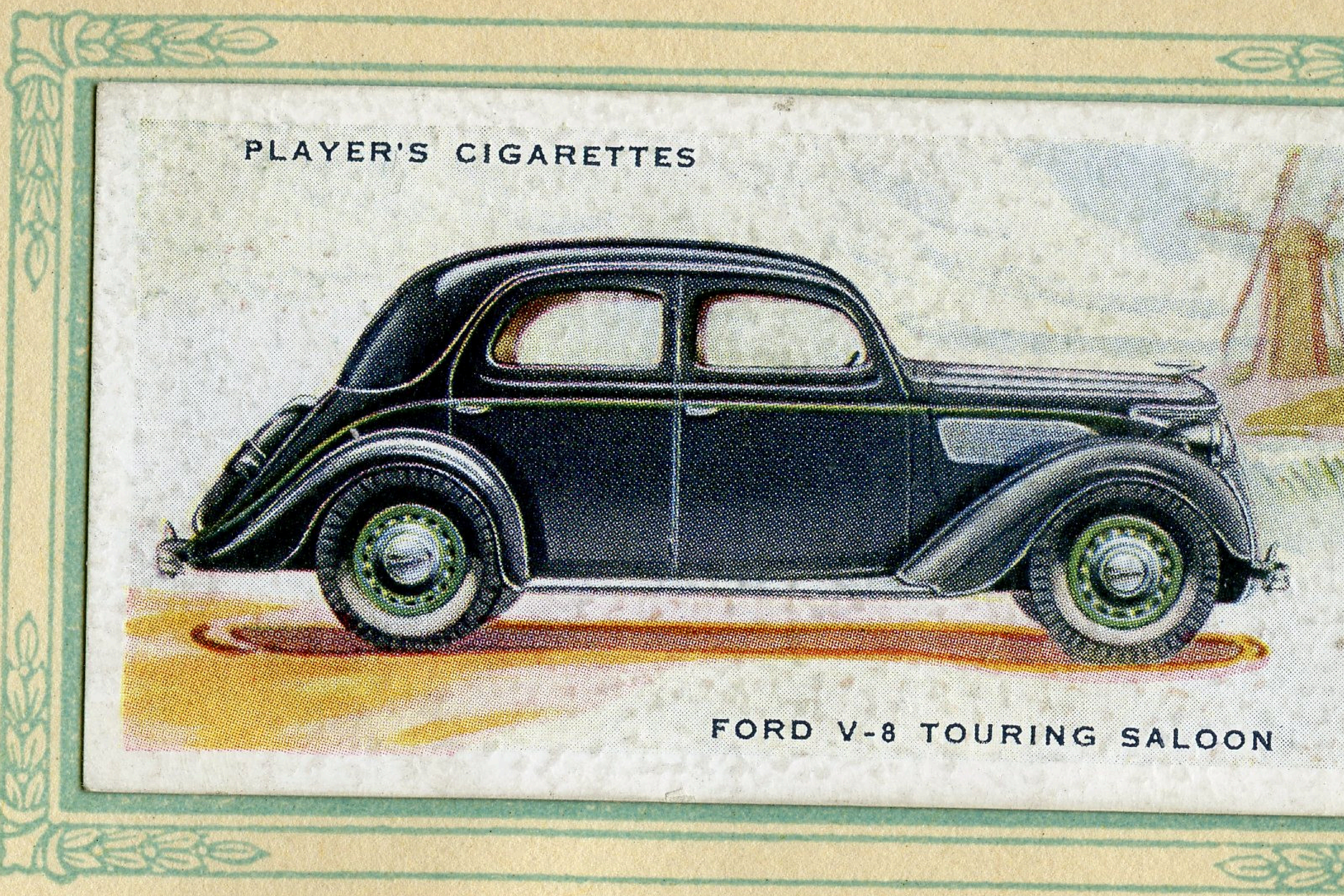


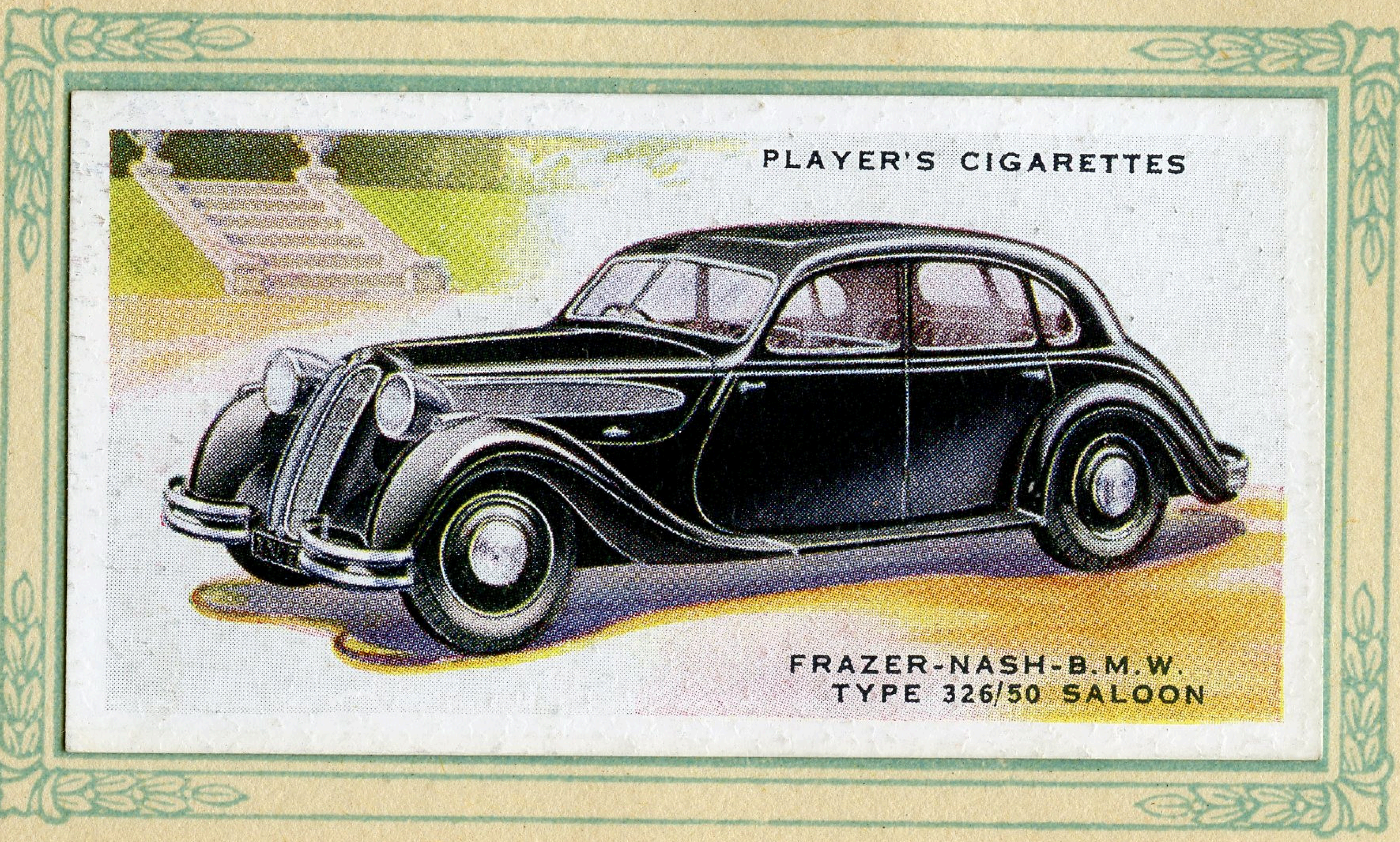
DELAHAYE SPORTS DROP-HEAD COUPÉ. A French sports car, the Delahaye has very good acceleration, rising from 10 to 30 m.p.h. in 3 sec., thanks to a high power-weight ratio. Its top speed is 105 m.p.h. and it cruises as fast as the road will allow. The six-cylinder overhead-valve engine is of 80 mm. bore, 107 mm. stroke and 3,227 c.c. cap. the R.A.C. rating is 23·81 h.p. and the annual tax £18; it has a four-speed synchromesh gear-box. The chassis has a 9 ft. 8 in. wheelbase, a 4 ft. 7 in. track (front), and a 4 ft. 10 in. track (rear). The car is priced at £795. A 25 h.p. model made a spectacular British début in the Ulster T T Race of 1936. *(Photo by courtesy of "The Motor")* (No. 17)



FIAT "500" CONVERTIBLE SALOON. The smallest, fully-fledged motor car in regular production, the Fiat "500" is also entirely unconventional in many features. The small, compact engine is mounted in front of the front axle line; the radiator is behind the engine and the front wheels are independently sprung. There is good room for two and the car does over 53 m.p.h. and over 50 m.p.g. The four-cylinder engine is of 52 mm. bore, 67 mm. stroke and 570 c.c. cap.; the R.A.C. rating is 6·7 h.p. and the annual tax £5 5s.; there is a four-speed synchromesh gear-box. The chassis has a 6 ft. 6¾ in. wheelbase and a 3 ft. 7¼ in. track. The car is priced at £120. (No. 18)

FORD V-8 "22" TOURING SALOON. This car has a shorter and rather lighter frame than the "30," but all the seats are within the wheel-base; the sparkling performance is well maintained, while the fuel consumption is 24 m.p.g. The top speed (timed) is 73 m.p.h. and the cruising speed an easy 60 m.p.h. The V-eight-cylinder engine is of 66·04 mm. bore, 81·28 mm. stroke and 2,227 c.c. cap.; the R.A.C. rating is 21·6 h.p. and the annual tax £16 10s. The chassis has a 9 ft. 0½ in. wheelbase, a 4 ft. 7¼ in. track (front), and a 4 ft. 10 in. track (rear). The car is priced at £210. (No. 19)



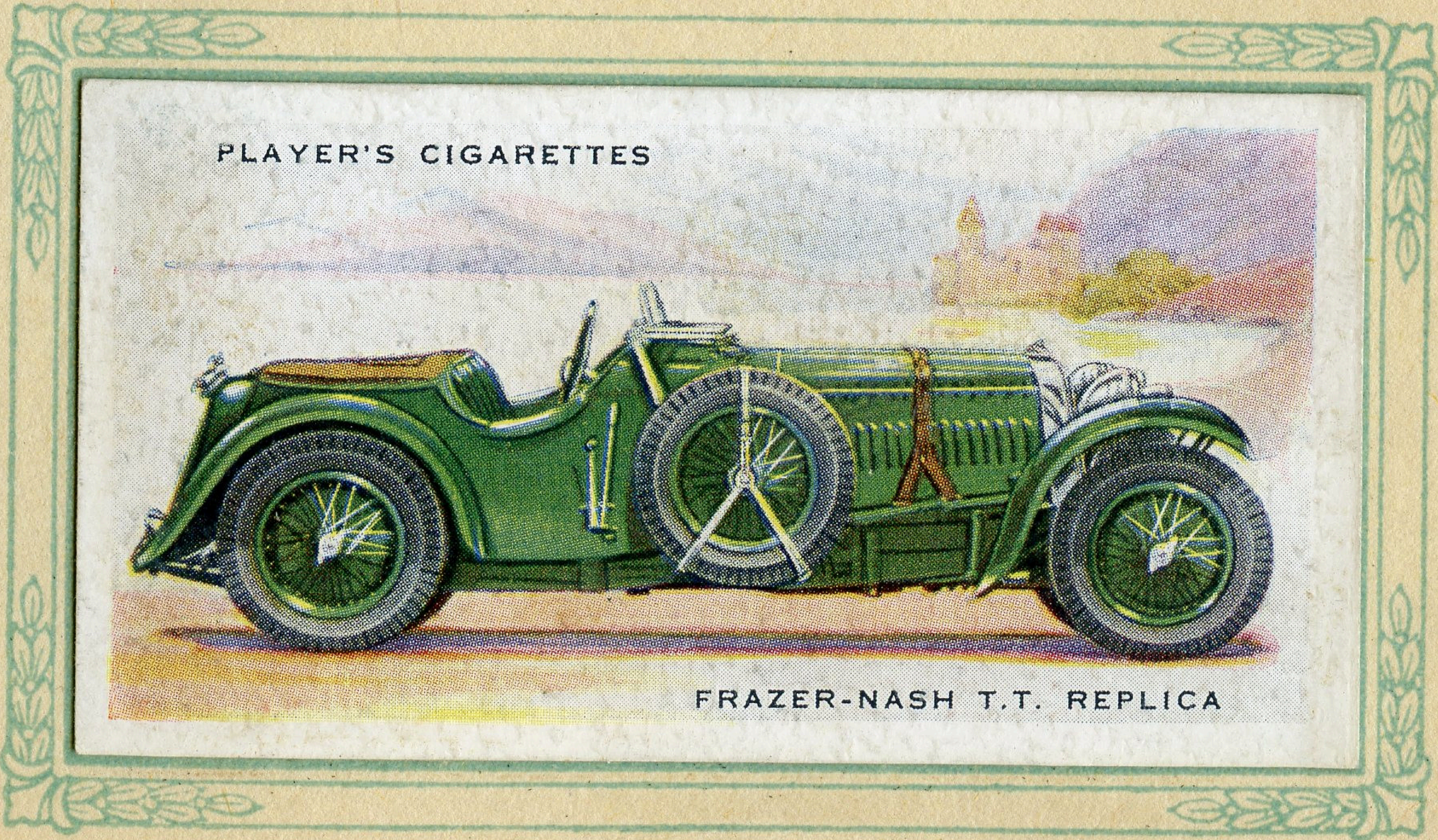


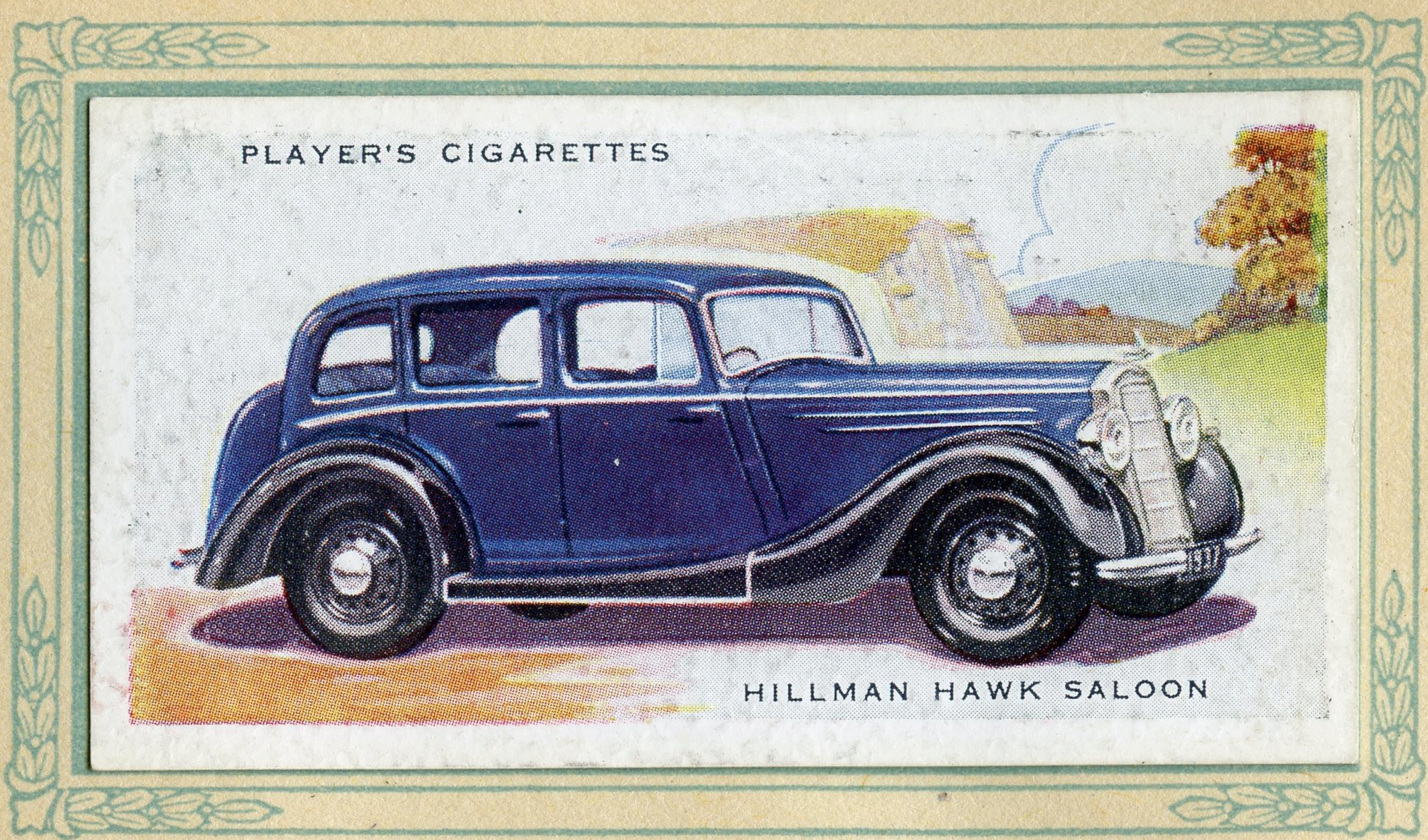
FRAZER-NASH-B.M.W. TYPE 326/50 SALOON. This is a recent addition to the Frazer-Nash-B.M.W range. The excellent power-to-weight ratio ensures lively acceleration, effortless performance and high cruising speeds. Features of the chassis are independent springing and steering of the front wheels, torsion bar sprung rear axle, high-geared (yet light) steering, remarkable stability on greasy roads, together with marked riding comfort. The six-cylinder o.h.v. engine is of 66 mm. bore, 96 mm. stroke and 1,971 c.c. cap.; the R.A.C. rating is 16·2 h.p. and the annual tax £12 15s. The chassis has a 9 ft. 6 in. wheelbase, a 4 ft. 4 in. track (front), and a 4 ft. 7 in. track (rear). The car is priced at £475. (No. 20)



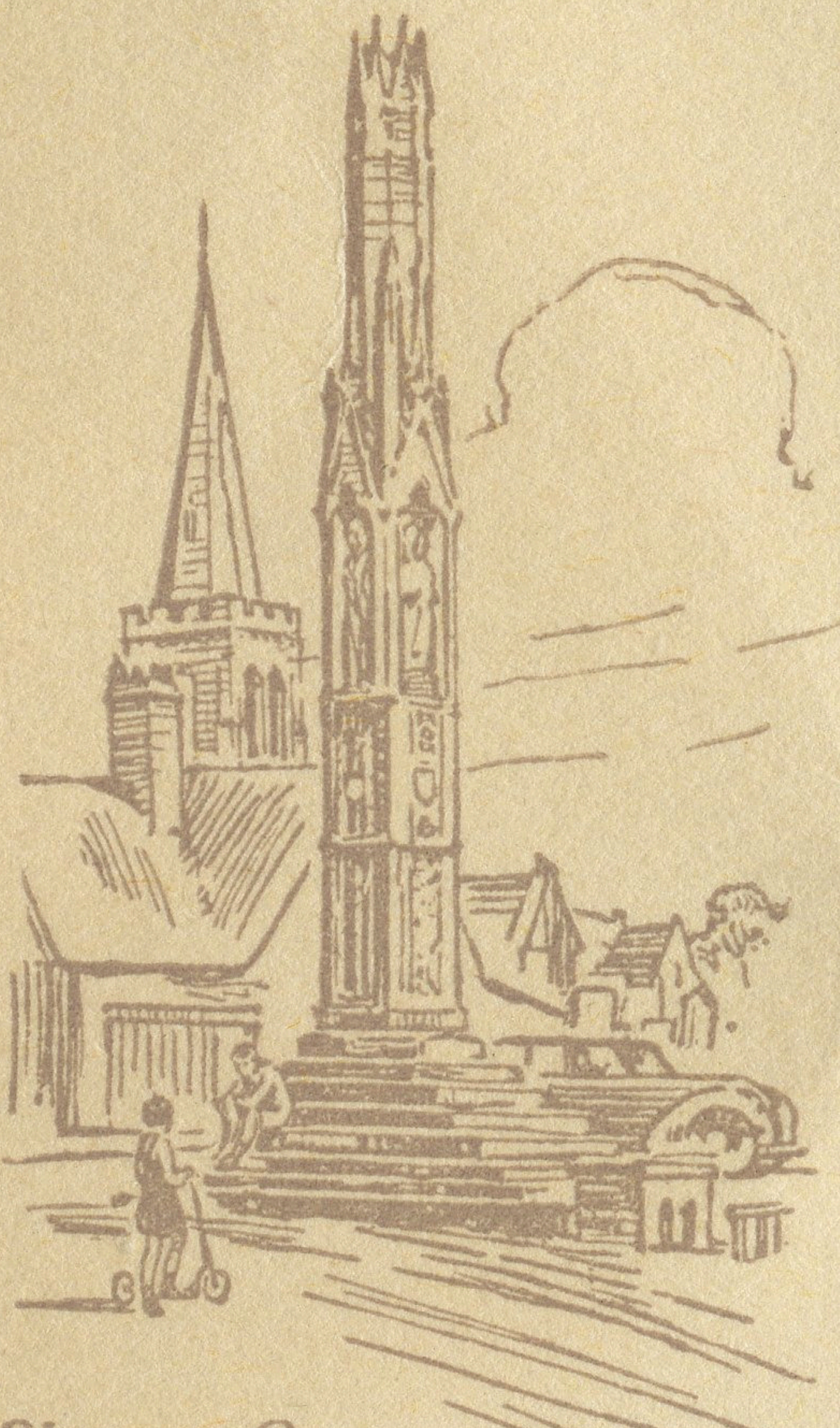
Moot Hall, Aldeburgh, Suffolk

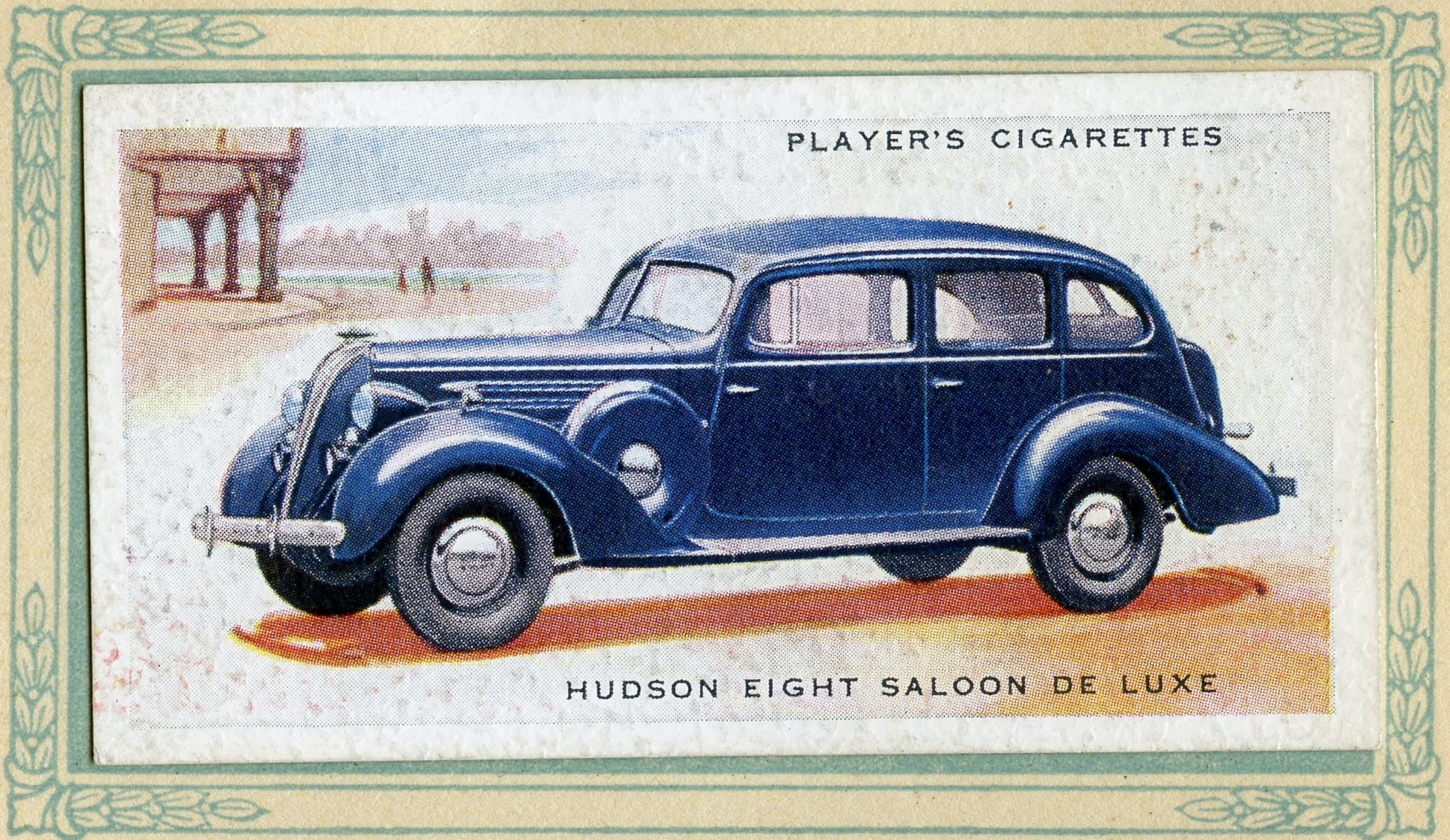
FRAZER-NASH T T REPLICA. For many years the name Frazer-Nash has been associated with cars of high performance which have always been to the fore in trials and racing. All models have the unique Frazer-Nash transmission, incorporating chain drive fierce acceleration, superlative road-holding and stability are outstanding features. The model illustrated, to full T T specification, is capable of 100 m.p.h. unsuper-charged. The four-cylinder engine is of 69 mm. bore, 100 mm. stroke and 1,496 c.c. cap., R.A.C. rating is 11·9 h.p. and annual tax £9. Chassis has a 9 ft. wheelbase, a 4 ft. track (front), and a 3 ft. 5 in. track (rear). The car is priced at £625. (No. 21)



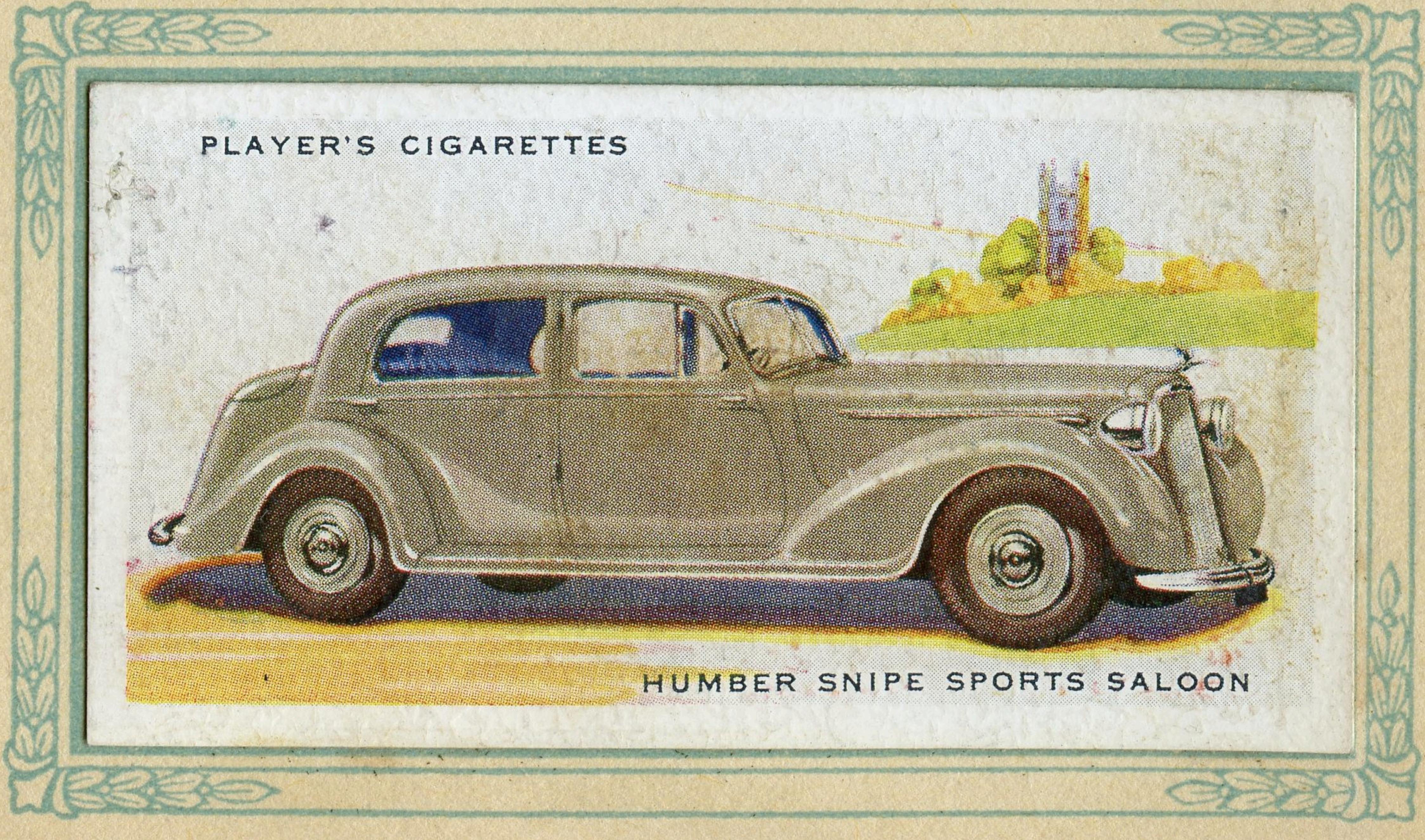


HILLMAN HAWK SALOON. This car is designed to suit home, imperial and foreign markets. It is exceptionally roomy and comfortable, powerful and sturdy enough for "colonial" conditions, yet fast and lively. One of the first British cars of its class to have independent suspension, it is notable for its smooth riding; even on bad road surfaces the timed top speed is 75 m.p.h. and the cruising speed 60 m.p.h. The six-cylinder engine is of 75 mm. bore, 120 mm. stroke and 3,181 c.c. cap.; R.A.C. rating is 20·9 h.p. and annual tax £15 15s. The chassis has a 9 ft. 0½ in. wheelbase and a 4 ft. 11⅓ in. track; 6¼ in. low-pressure tyres are fitted. The car is priced at £295. (No. 22)


Eleanor Cross, Geddington, Northants

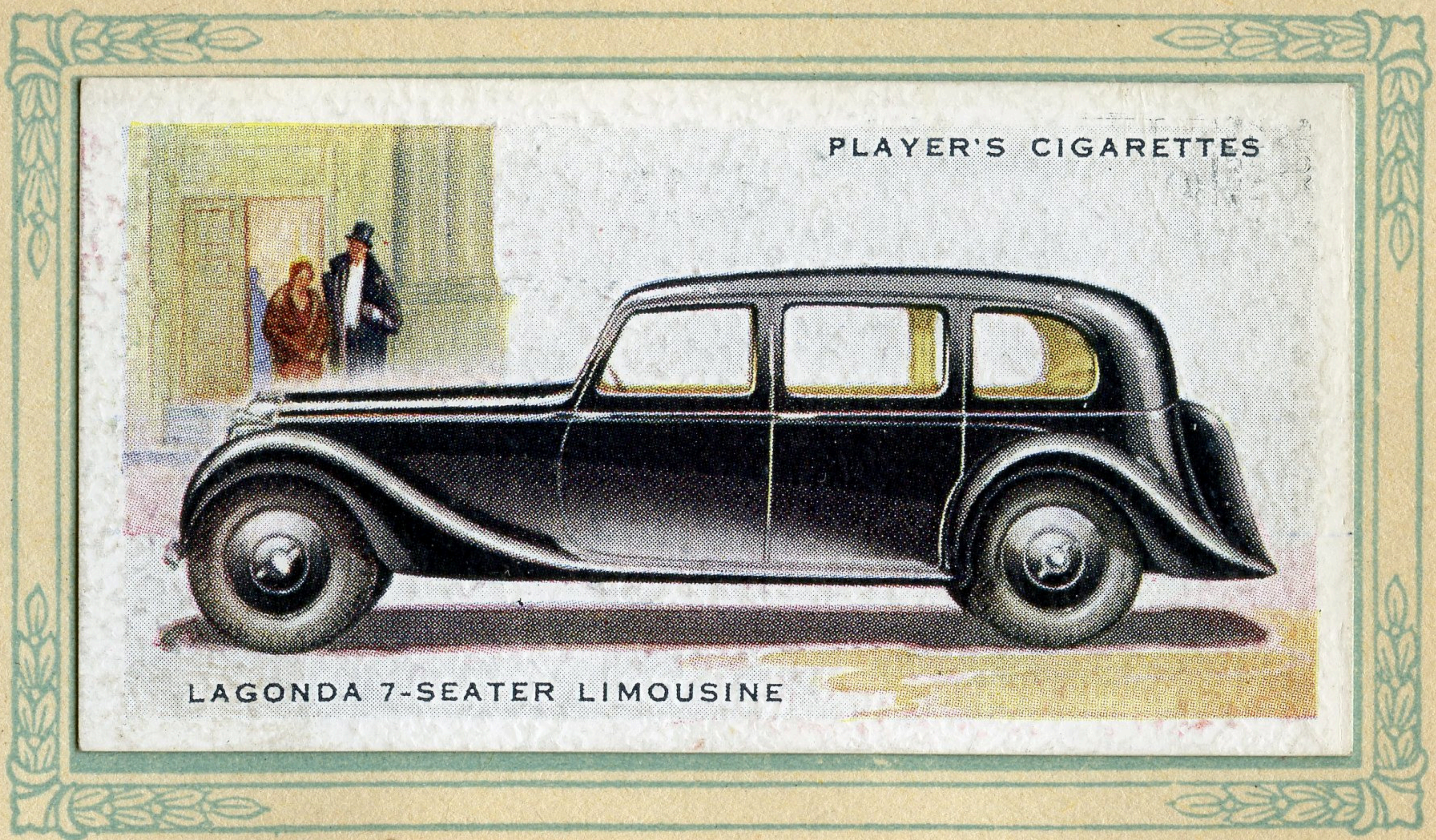


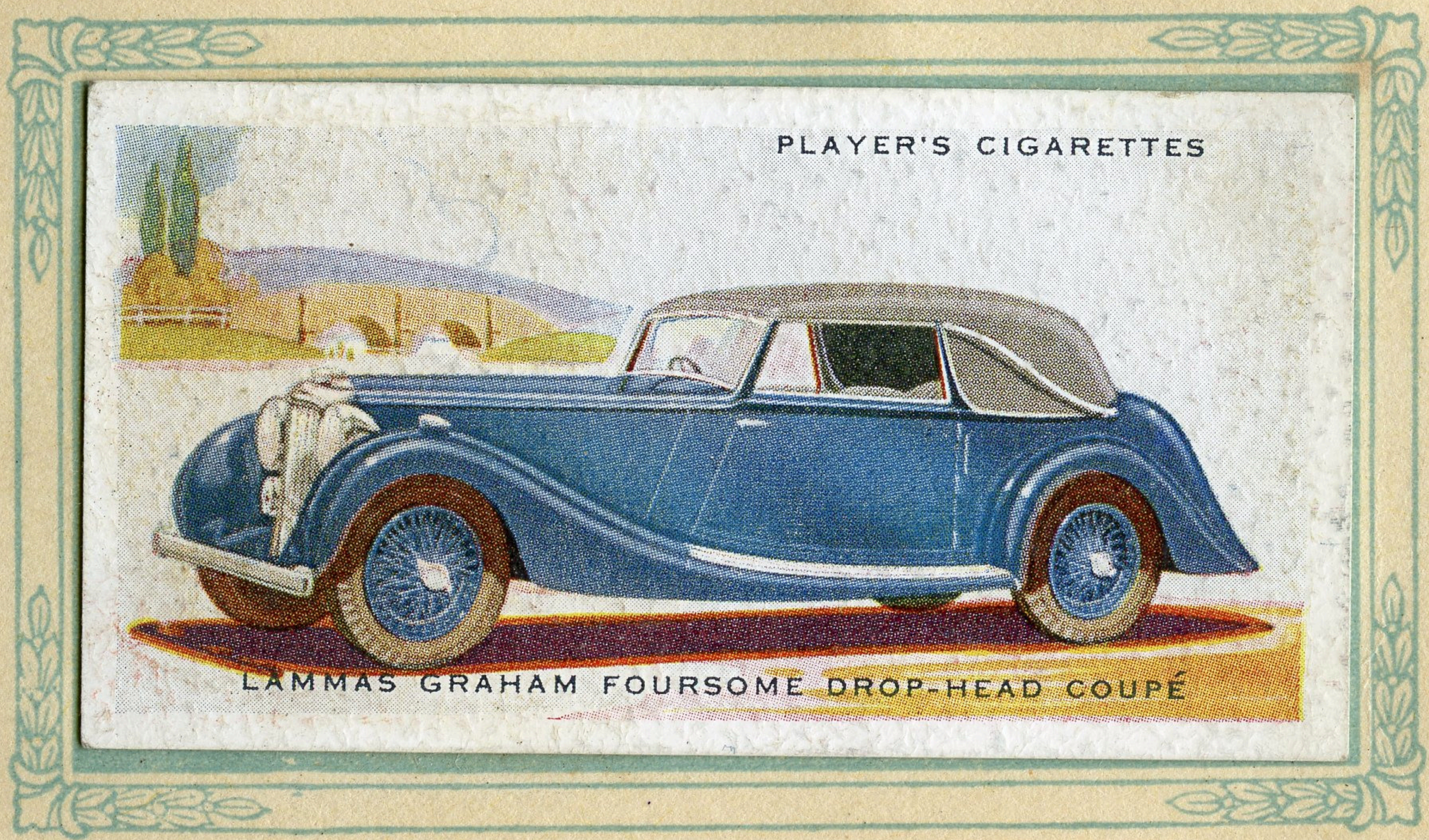
HUDSON EIGHT SALOON DE LUXE. A car of American origin, assembled and partly built in England, the Hudson thoroughly fulfils in power and pace the promise of its appearance. Its engine, the basis of a famous sports car, produces a speed of 90 m.p.h. with real smoothness of running, and the car is spacious and easy-riding. An unusual feature is an "electric hand" which does the gear-changing at a touch. The eight-cylinder engine is of 76 mm. bore, 114 mm. stroke and 4,168 c.c. cap.; the R.A.C. rating is 29 h.p. and the annual tax £21 15s. The chassis has a 10 ft. wheelbase and a 4 ft. 8 in. track. The car is priced at £425. (No. 23)

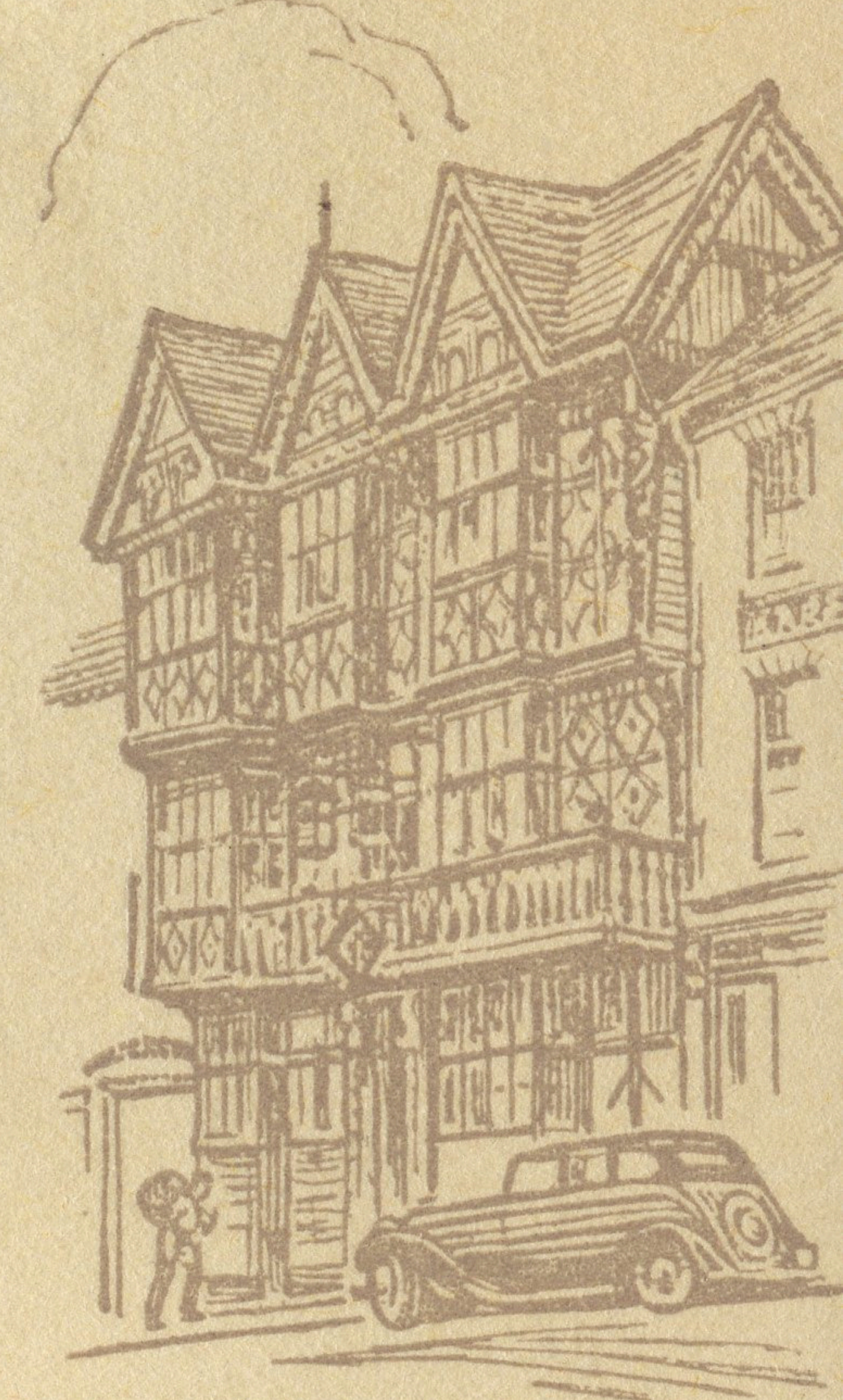


HUMBER SNIPE SPORTS SALOON Always one of the fastest of British closed cars, the Humber Snipe is a fine specimen of combined speed silence, safety and comfort. There is available a top speed of well over 80 m.p.h. and a cruising speed of 65-70 m.p.h., plus brisk acceleration "Evenkeel" independent suspension of the front wheels gives smooth riding without sway or lurch on bends. The six-cylinder engine is of 85 mm. bore, 120 mm. stroke and 4,086 c.c. cap. the R.A.C. rating is 26·88 h.p. and the annual tax £20 5s. The chassis has a 10 ft. 4 in. wheelbase, a 4 ft. 10⅝ in. track (front), and a 5 ft. 0¼ in. track (rear). The car is priced at £550. (No. 24)

LAGONDA 7-SEATER LIMOUSINE. Introduced at the 1936 Motor Show and designed by Mr. W. O. Bentley the new Lagonda is the latest addition to the range of 12-cylinder cars produced in this country. Extreme comfort of a town car is combined with characteristics of a racing car having a maximum of 100 m.p.h. The 4½-litre V-twelve engine is of 75 mm. bore, 84·5 mm. stroke and 4,480 c.c. cap.; R.A.C. rating is 41·85 h.p. and annual tax £31 10s. There is independent front wheel suspension. The chassis is made in three lengths of wheelbase, the two longest being 11 ft. and 11 ft. 6 in., each with a track of 5 ft. The 7-seater Limousine is priced at £1,550. (No. 25)



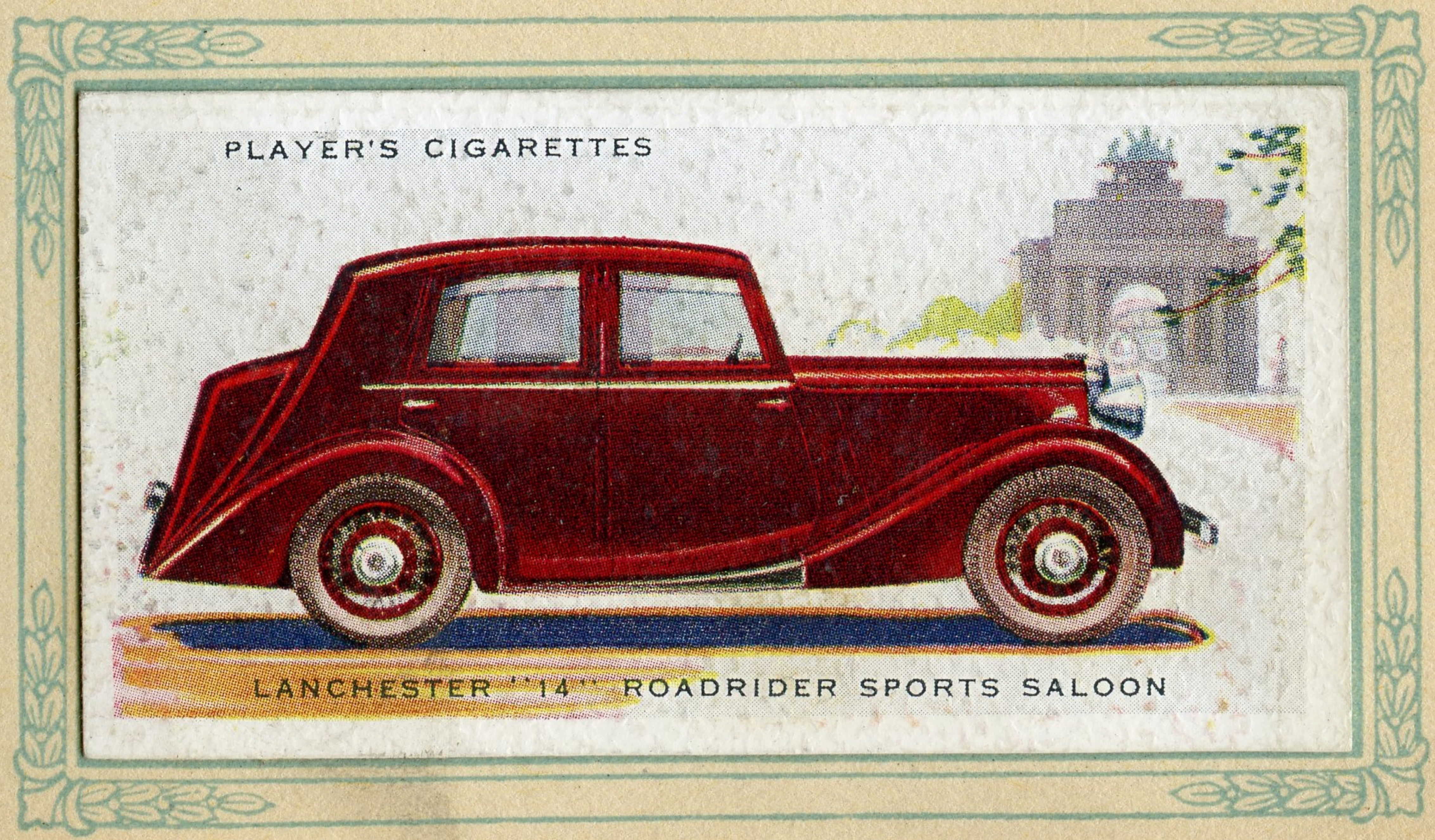


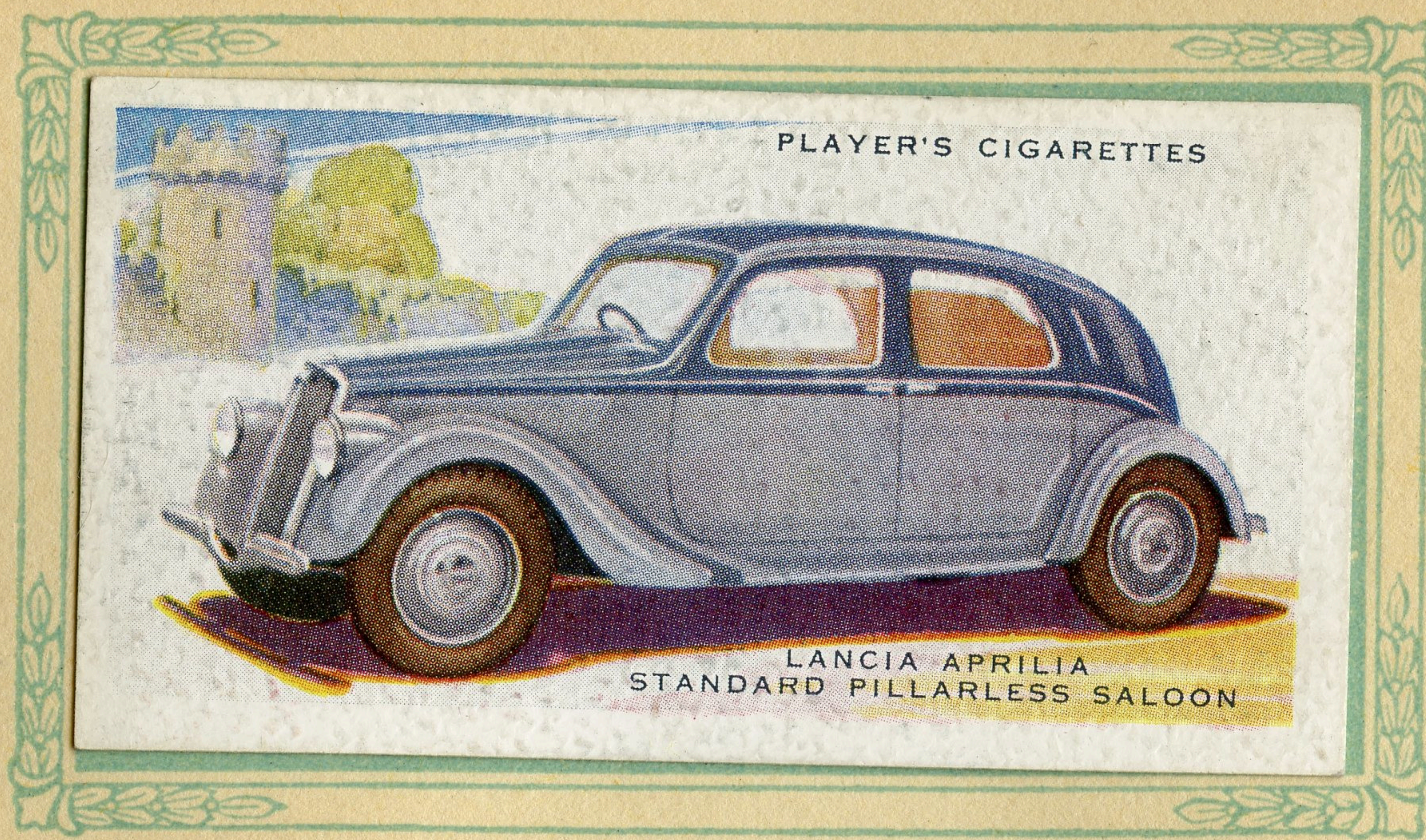


The Feathers, Ludlow, Shropshire

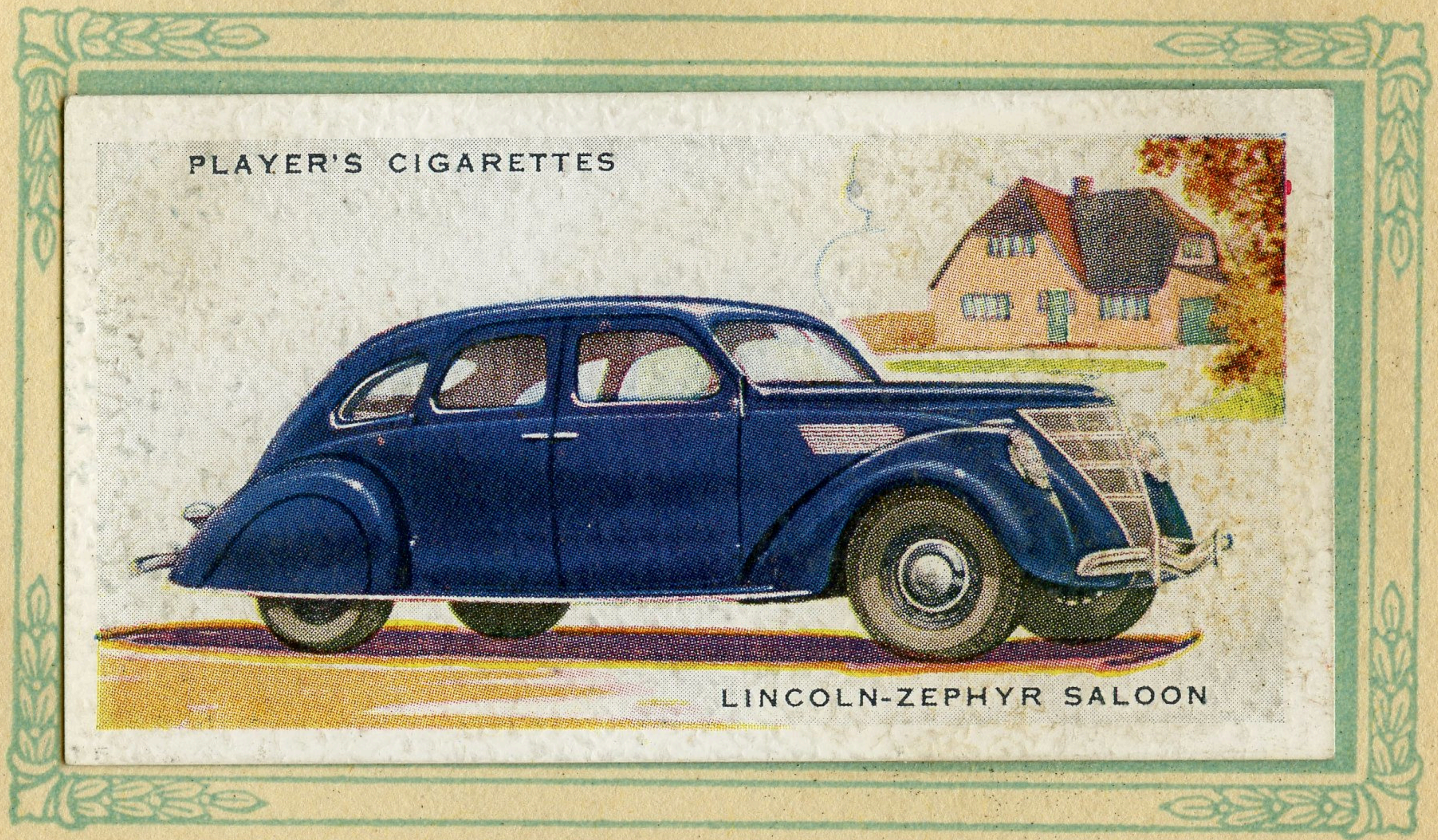
LAMMAS GRAHAM FOURSOME DROP-HEAD COUPÉ. This car was introduced to the British public in October, 1936. Manufactured in England, it is designed to give vivid acceleration and a high maximum speed, with which are allied steering and road-holding qualities conforming to the best British sporting car standards. The four-seater touring car recently covered over 90 miles in one hour at Brooklands. The six-cylinder American engine is of 82·5 mm. bore, 111·3 mm. stroke and 3,562 c.c. cap.; R.A.C. rating is 25·35 h.p. and annual tax £19 10s.; there are three speeds with synchromesh. The chassis has a 9 ft. 7 in. wheelbase and a 5 ft. 1 in. track. The car is priced at £695. (No. 26)

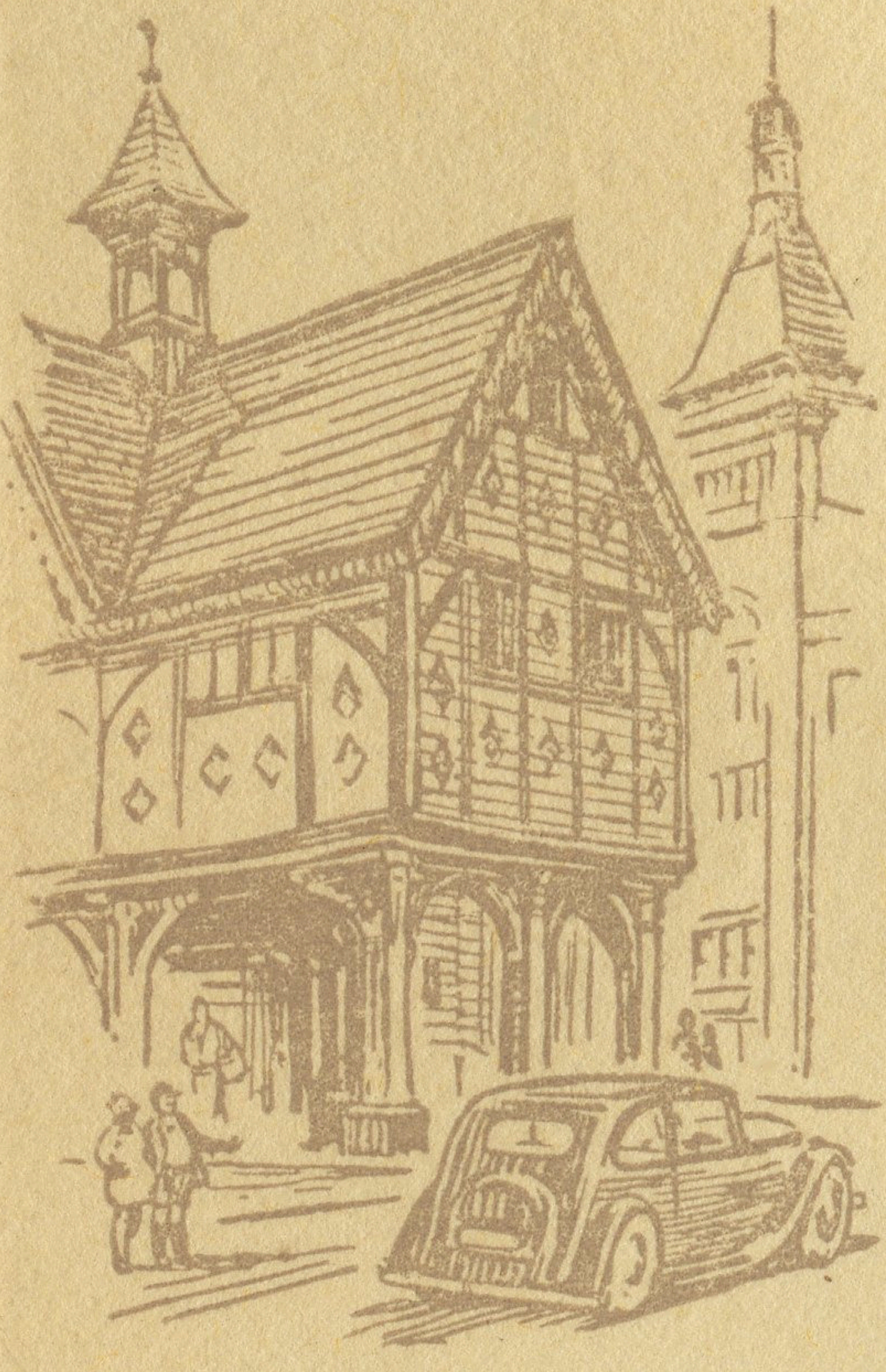
LANCHESTER 14 ROADRIDER SPORTS SALOON. As the first light six to have the famous Daimler transmission of fluid flywheel and pre-selective gear-box, the Lanchester quickly won popularity. In its latest form, with a more powerful engine, it has the additional virtue of exceptionally fine springing, which combines smooth and soft riding with good road-holding. There is a top speed of 65 m.p.h. and a cruising speed of 50 m.p.h. The six-cylinder engine is of 60 mm. bore, 90 mm. stroke and 1,527 c.c. cap., R.A.C. rating is 13·4 h.p. and annual tax £10 10s. The chassis has an 8 ft. 6⅝ in. wheelbase and a 4 ft. track. The car is priced at £340. (No. 27)





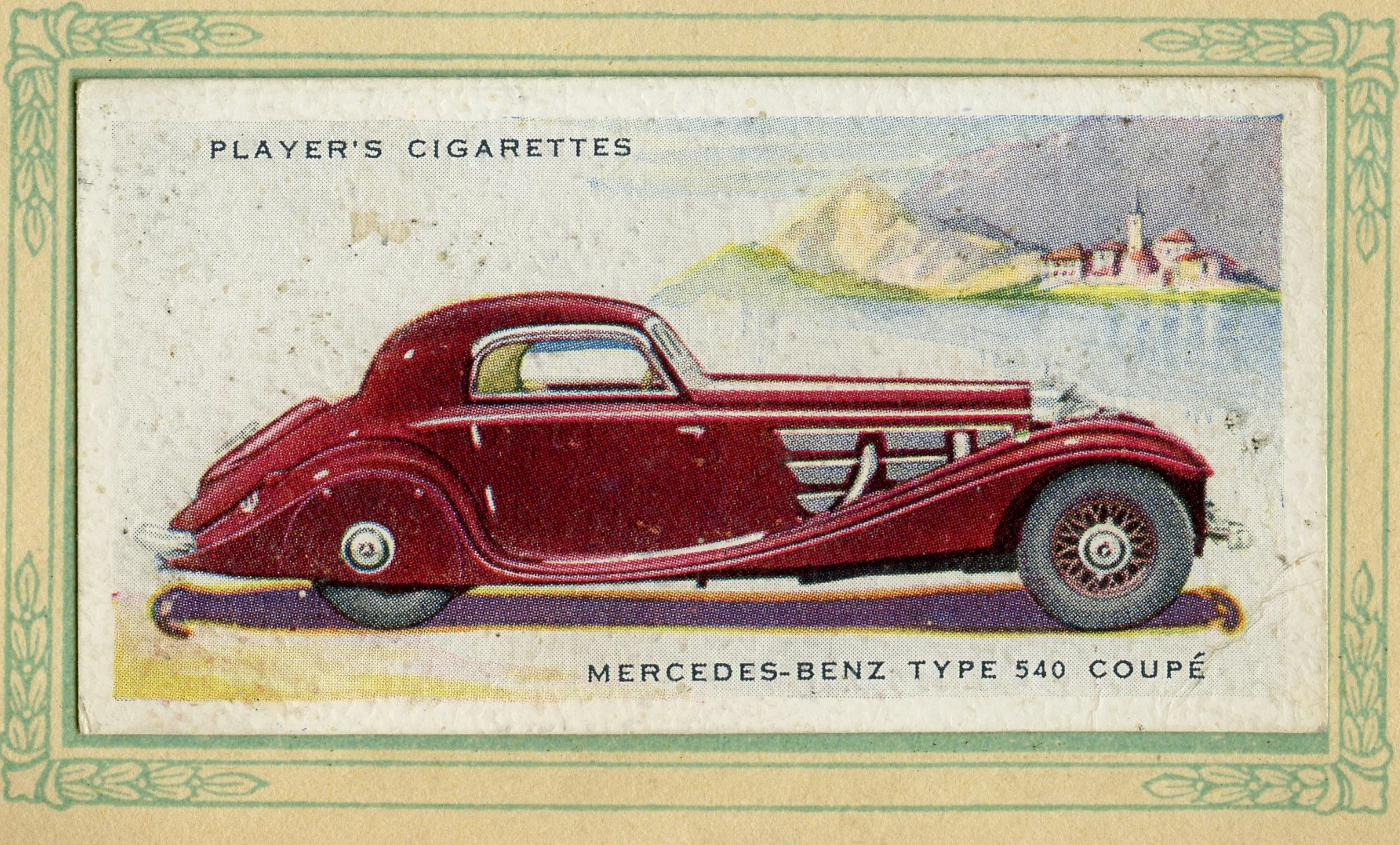
LANCIA APRILIA STANDARD PILLARLESS SALOON. In recent years a four-cylinder model known as Augusta had gained much popularity; its successor, Aprilia, promises to do as well. It is fast, with a top speed of over 80 m.p.h. and a cruising speed of 60-70 m.p.h.; it is also economical, roomy and comfortable, and all four wheels are independently sprung. The four-cylinder overhead-valve engine is of 72 mm. bore, 83 mm. stroke and 1,352 c.c. cap.; the R.A.C. rating is 12·9 h.p. and the annual tax £9 15s.; there are four speeds. The saloon chassis has a 9 ft. 0½ in. wheelbase and a 4 ft. 2 in. track. The car is priced at £298. (No. 28)





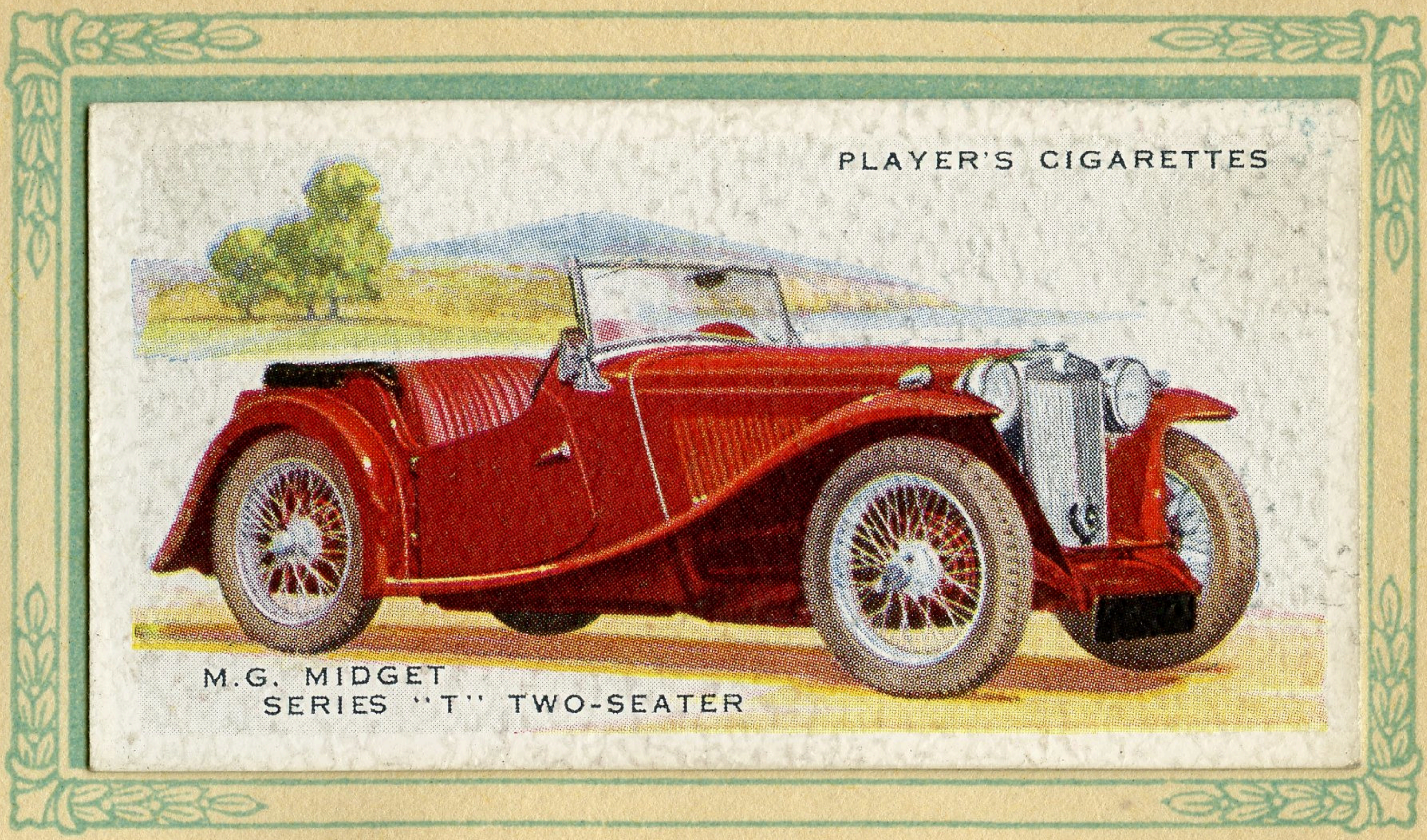
Old Grammar School, Market Harborough, Leics.

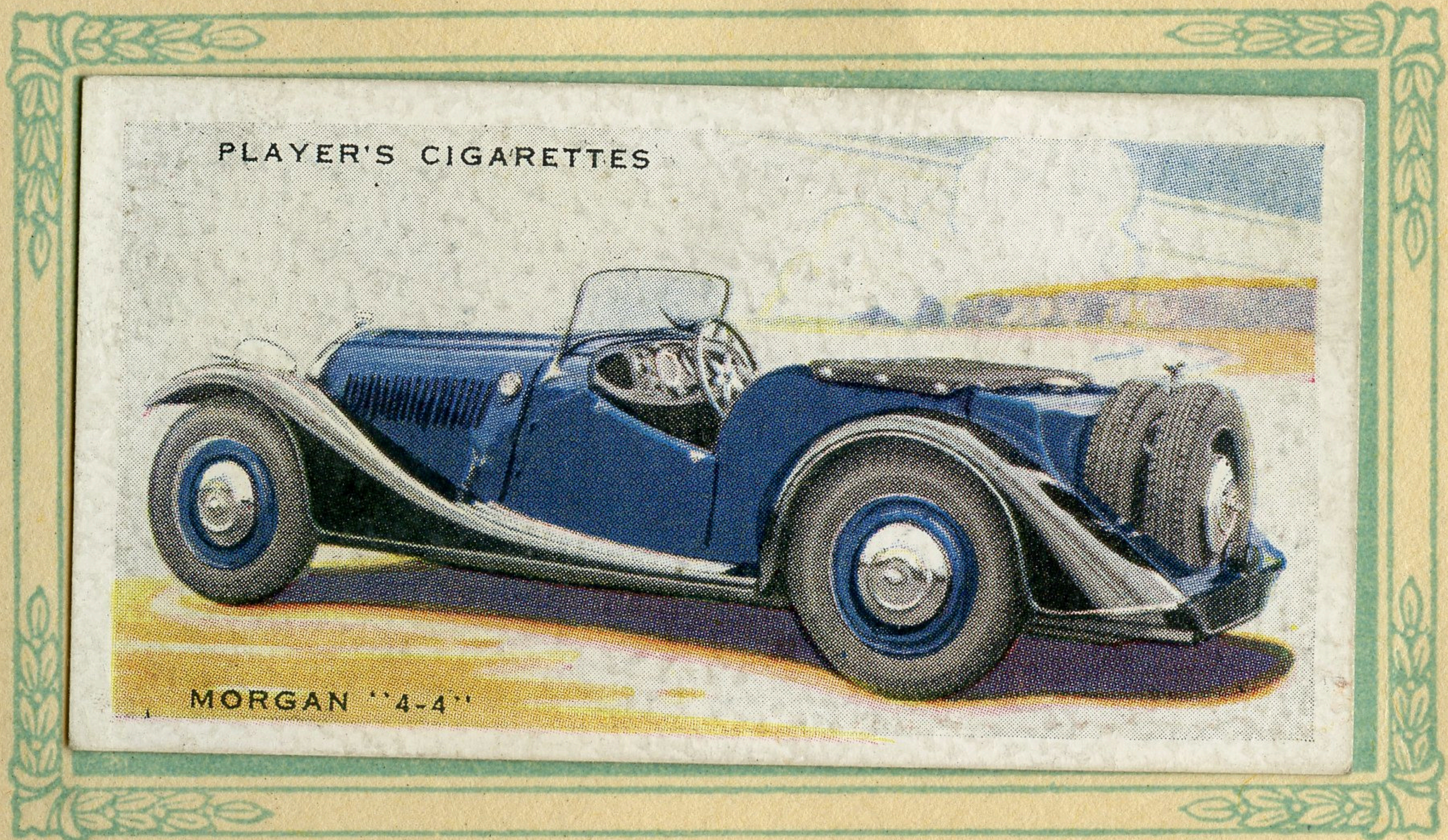
LINCOLN-ZEPHYR SALOON. Like the original Lincoln, one of the most powerful and costly of American cars, the Lincoln-Zephyr has a twelve-cylinder power unit. As its name implies, the engine is smaller and the whole car lighter and more compact, but it retains the Lincoln excellence of performance and workmanship. It has a top speed of over 90 m.p.h. and a cruising speed of over 70 m.p.h. The engine is of 70 mm. bore, 95 mm. stroke and 4,378 c.c. cap.; R.A.C. rating is 36·3 h.p. and annual tax £27 15s. The chassis has a 10 ft. 2 in. wheelbase and a 4 ft. 7¼ in. track. The 2-door saloon is priced at £470 and the 4-door saloon (illustrated) at £480. (No. 29)

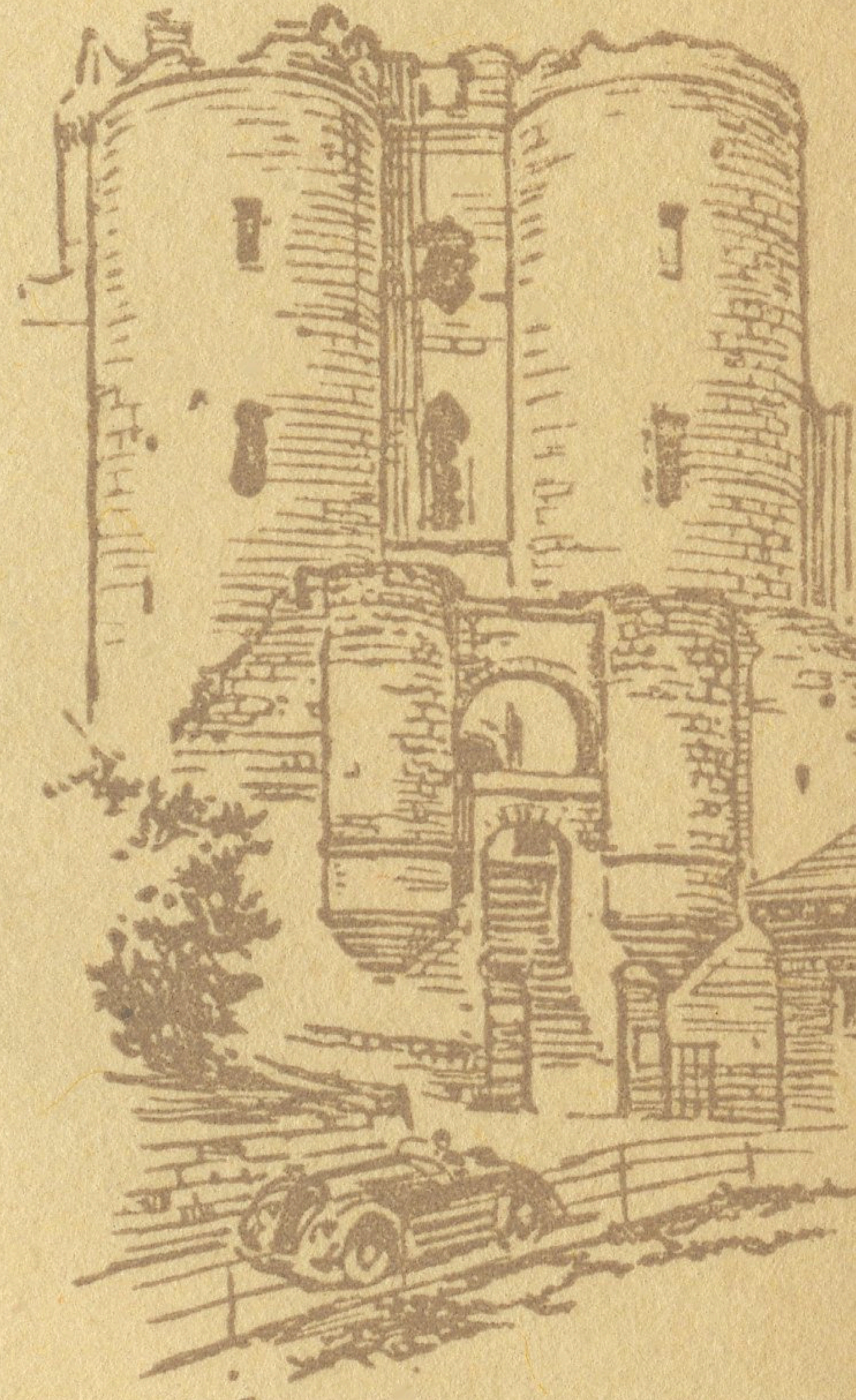


MERCEDES-BENZ TYPE 540 COUPÉ. The famous super-charged Type 540 Mercedes-Benz, one of the few genuine 100 m.p.h. cars in regular production for road work, has been given in its latest form more power and speed than ever. The supercharger, as before, is operative at will; the synchromesh gearbox has a semi-automatic application between the 3rd and 4th speeds. There is independent suspension both fore and aft. The straight-eight engine is of 88 mm. bore, 111 mm. stroke and 5,401 c.c. cap.; the R.A.C. rating is 38·4 h.p. and the annual tax £29 5s. The chassis has a 10 ft. 9½ in. wheelbase and a 4 ft. 11 in. track. The car is priced at £2,200. (No. 30)

M.G. MIDGET SERIES "T" TWO-SEATER. The latest form of the famous M.G. Midget has a 10 h.p. engine in the same light but sturdy chassis; the power-weight ratio is consequently better than ever. The top speed, timed at Brooklands, is over 80 m.p.h., there is more acceleration than with previous M.G. Midgets and the same good steering and cornering. The four-cylinder overhead-valve engine is of 63·5 mm. bore, 102 mm. stroke and 1,292 c.c. cap.; the R.A.C. rating is 10 h.p. and the annual tax £7 10s.; there is a four-speed gear-box with synchromesh. The chassis has a 7 ft. 10 in. wheelbase and a 3 ft. 9 in. track. The car is priced at £222. (No. 31)



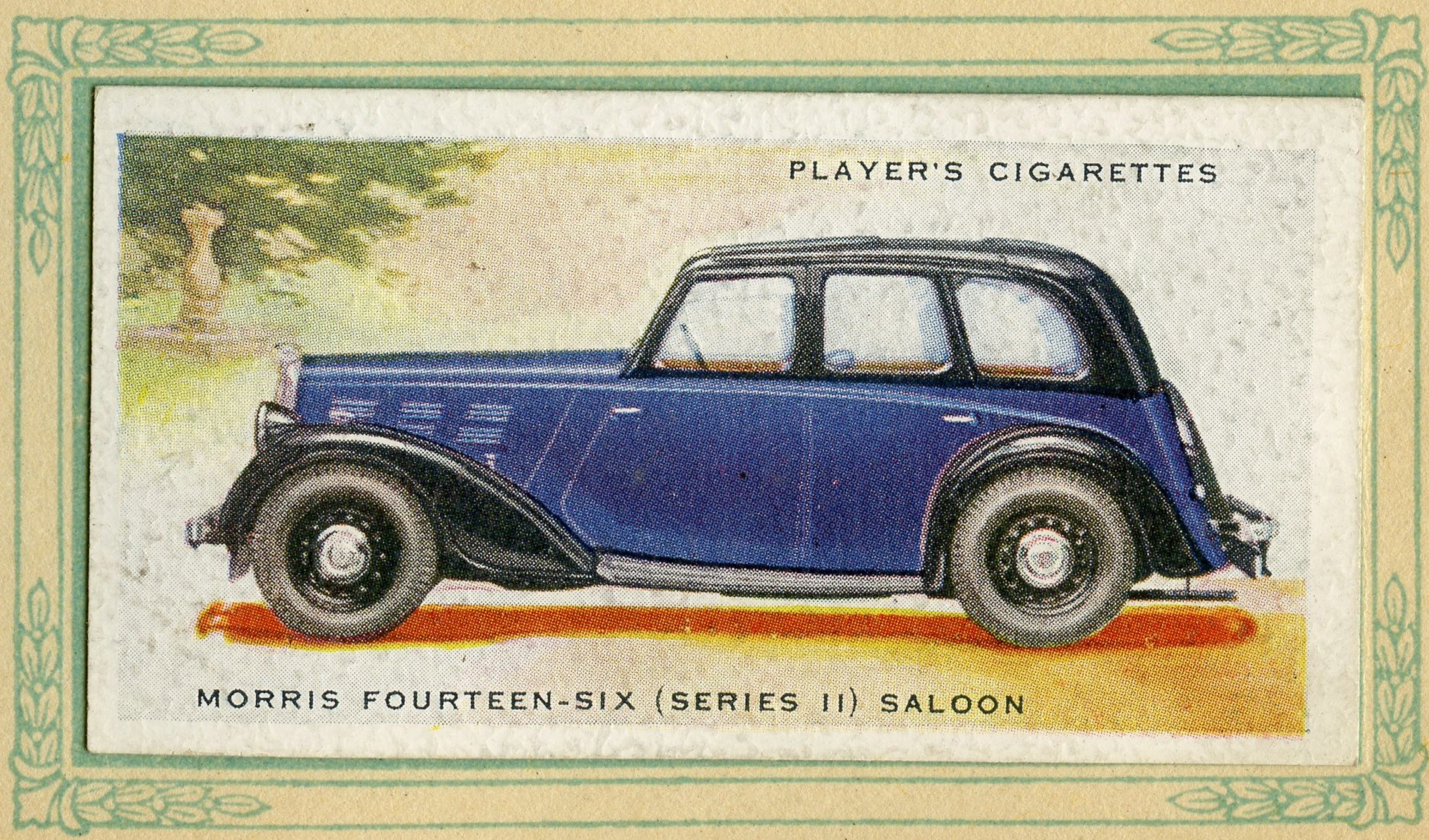


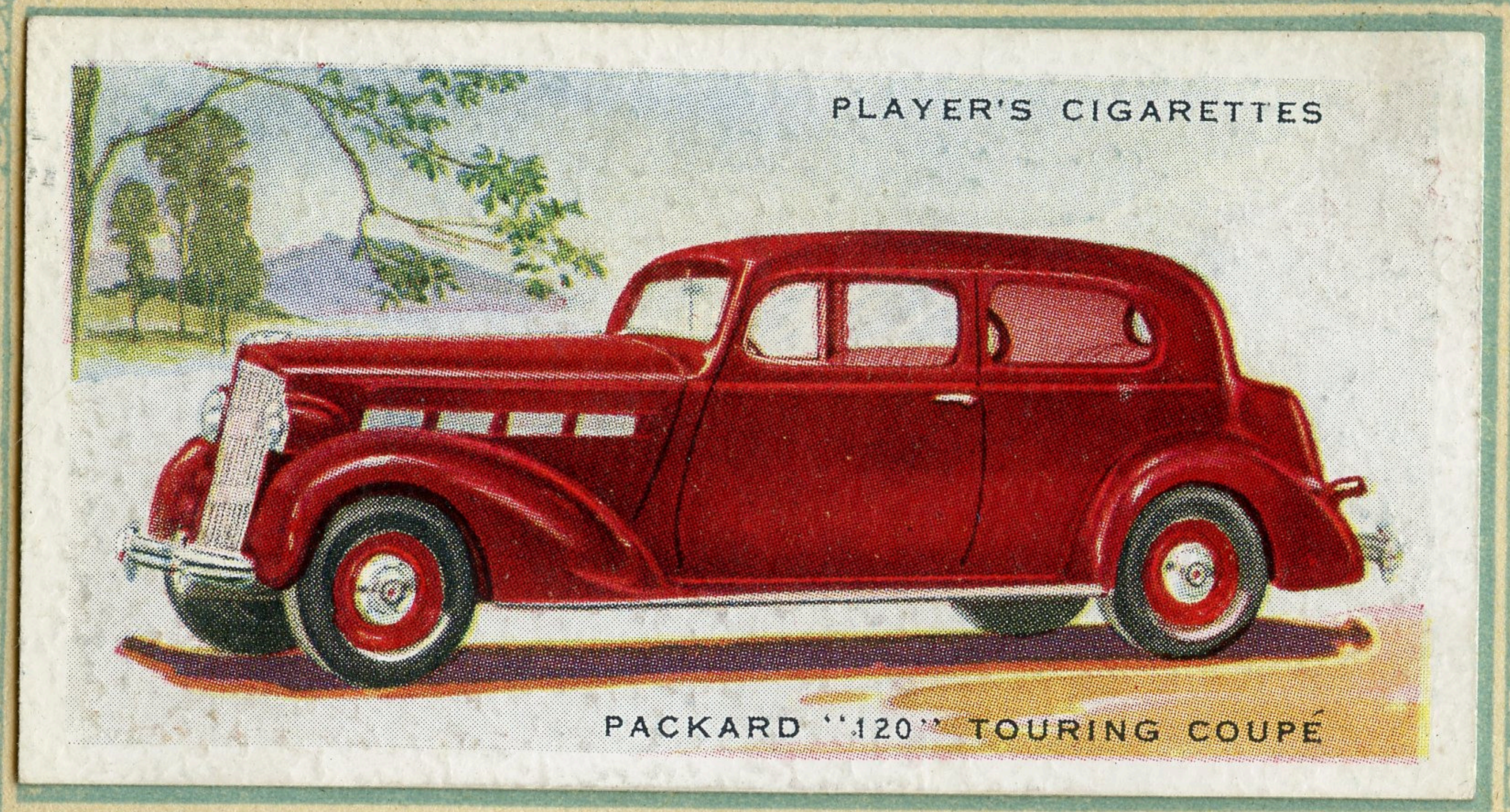


Harlech Castle, Merionethshire

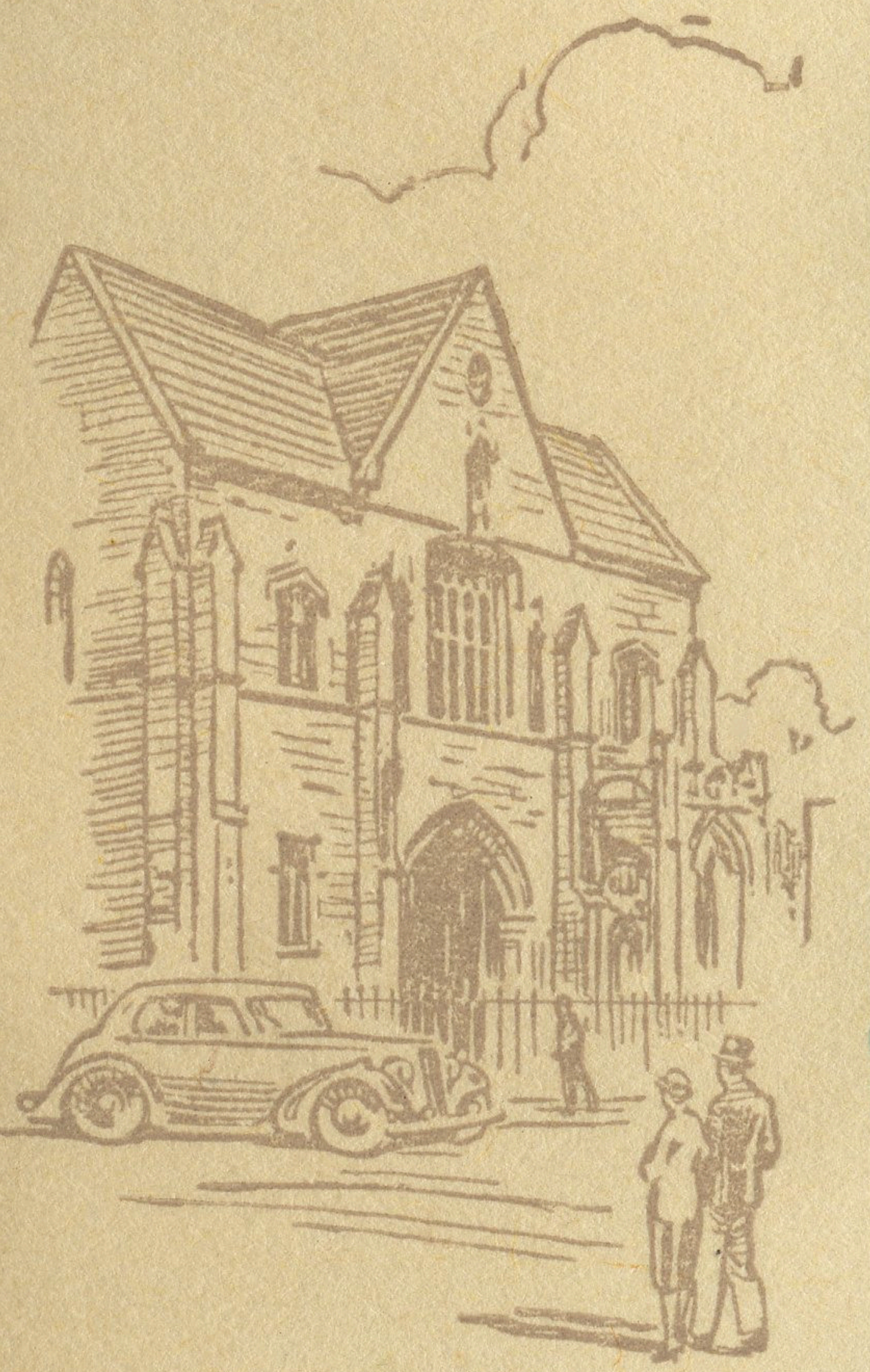
MORGAN "4-4." While three-wheeler Morgans are old friends, the Morgan "4-4" is a new-comer. It has a well-tried engine, independent front-wheel suspension, an extremely low frame and a well-designed two-seater body. The little car has a maximum speed of 77½ m.p.h., can cruise at 60 m.p.h., and is notable for excellent steering and steady cornering. The four-cylinder engine is of 63 mm. bore, 90 mm. stroke and 1,122 c.c. cap.; the R.A.C. rating is 9·8 h.p. and the annual tax £7 10s.; there is a four-speed synchromesh gear-box. The chassis has a 7 ft. 8 in. wheelbase and a 3 ft. 9 in. track. The car is priced at £194 5s. (No. 32)

MORRIS FOURTEEN-SIX (SERIES II) SALOON The latest to be added to the "Series II" range of Morris models is the Fourteen-Six, and it has quickly established itself as one of the most successful, being roomy and lively a full five-seater with a vigorous yet smooth performance. Top speed is 67 m.p.h. and the car cruises at 55 m.p.h. There is a four-speed synchromesh gear-box. The six-cylinder engine is of 61·5 mm. bore, 102 mm. stroke and 1,818 c.c. cap.; R.A.C. rating is 14·069 h.p. and annual tax £10 10s. The chassis has an 8 ft. 10 in. wheelbase and a 4 ft. 8 in. track. The car (with sliding head) is priced at £225. (No. 33)

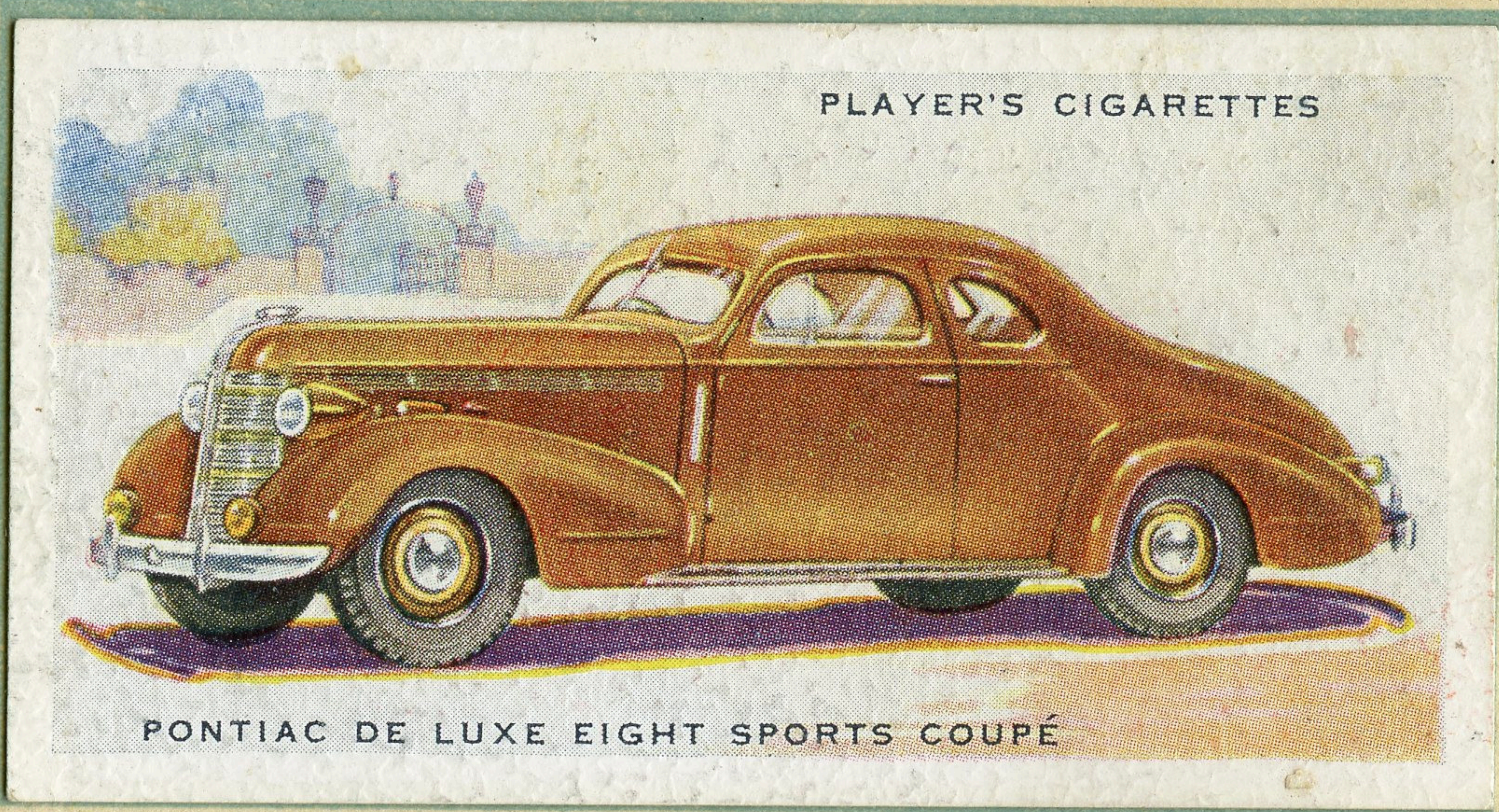




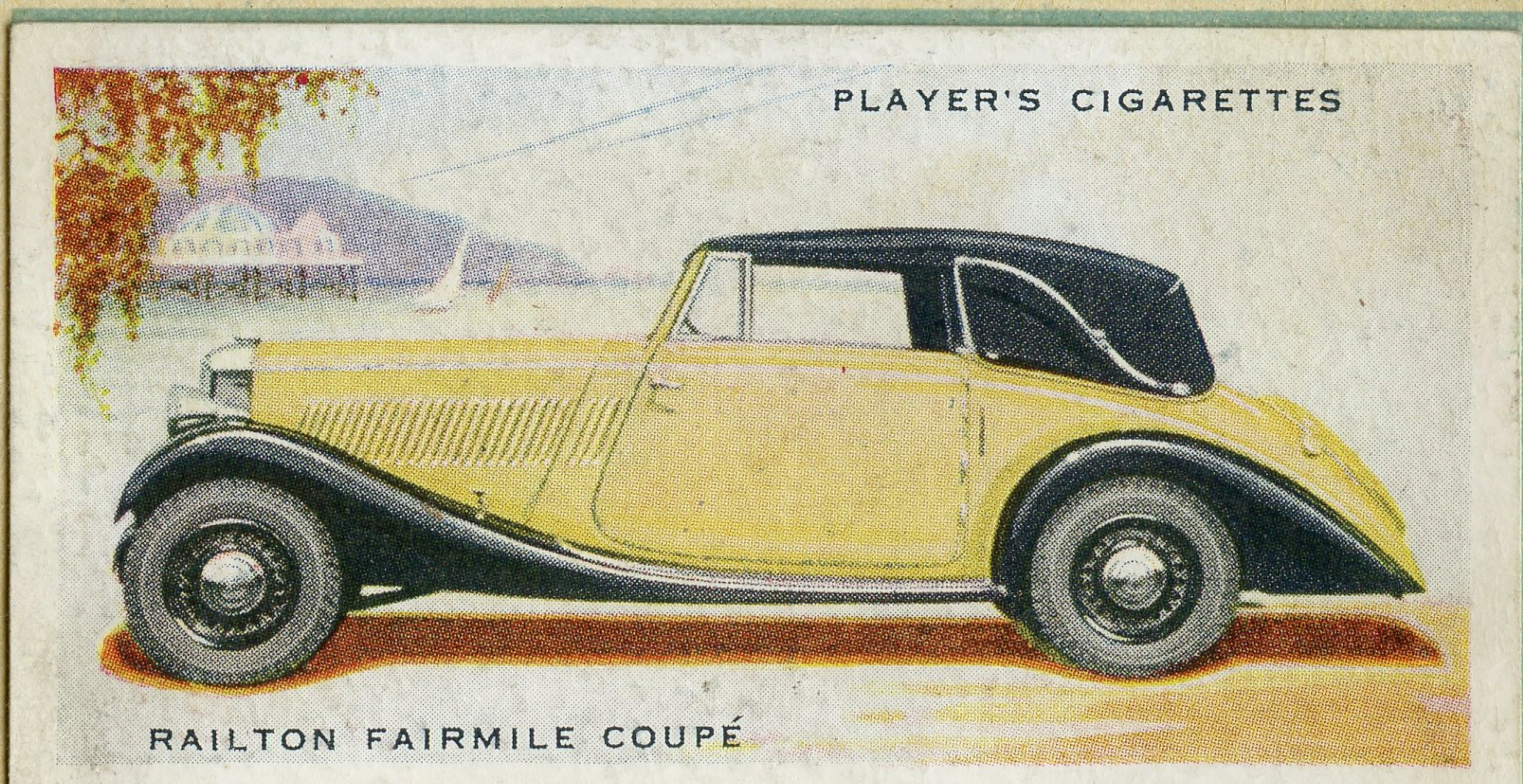
PACKARD "120" TOURING COUPÉ. The Packard is often called the "Rolls-Royce of America" and the "120," the first model of medium price to be produced by the firm, has won popularity here as well as in the United States. It has Packard quality and refinement of performance, and the engine is one of the most powerful of all Packards. There is a top speed of over 80 m.p.h. and a cruising speed of 70 m.p.h. The eight-cylinder engine is of 82·55 mm. bore, 107·95 mm. stroke and 4,621 c.c. cap.; R.A.C. rating is 33·8 h.p. and annual tax £25 10s. The chassis has a 10 ft. wheelbase and a 4 ft. 11 in. track. The car is priced at £499. (No. 34)



Priory Gatehouse, Worksop, Notts

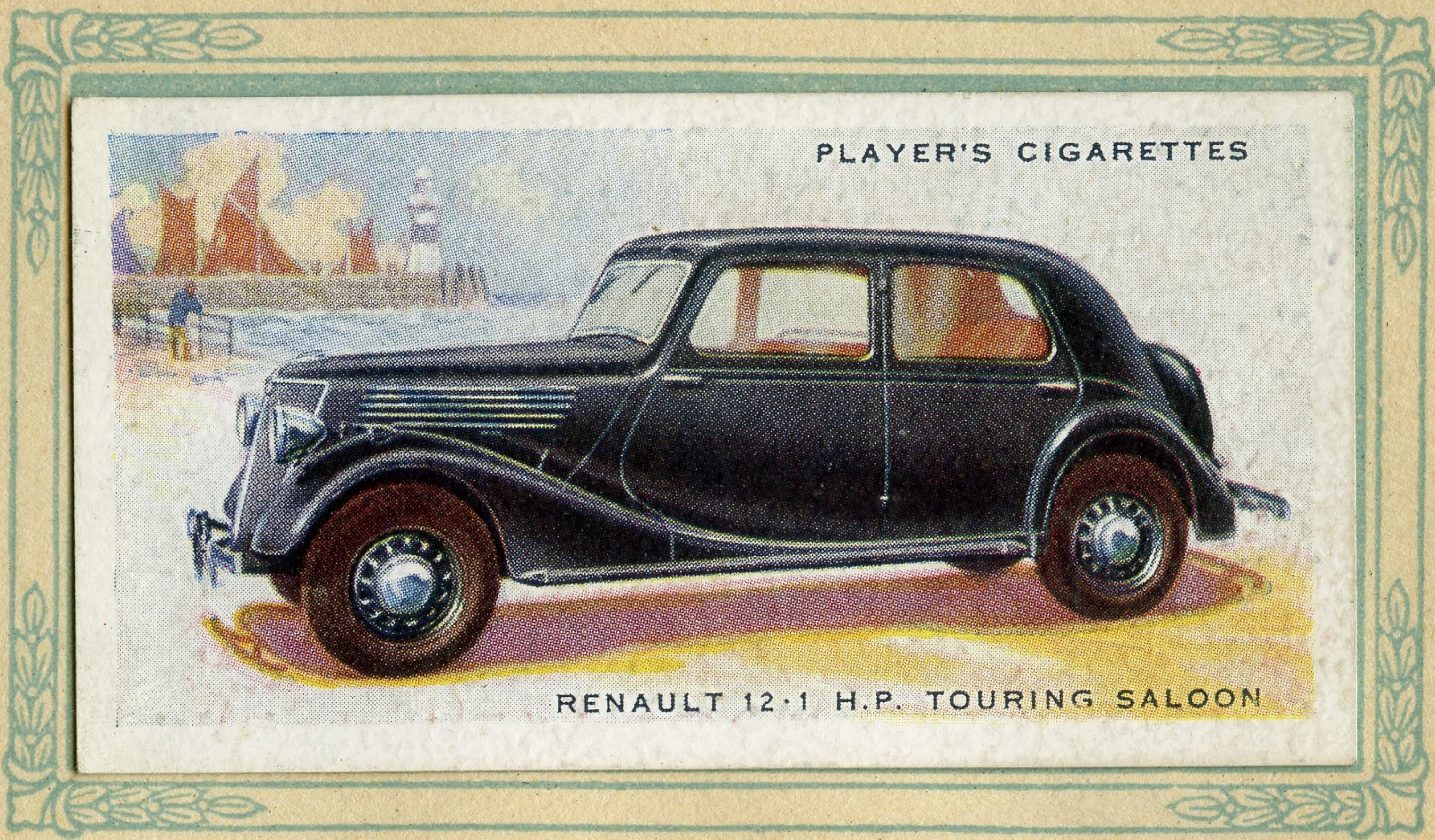


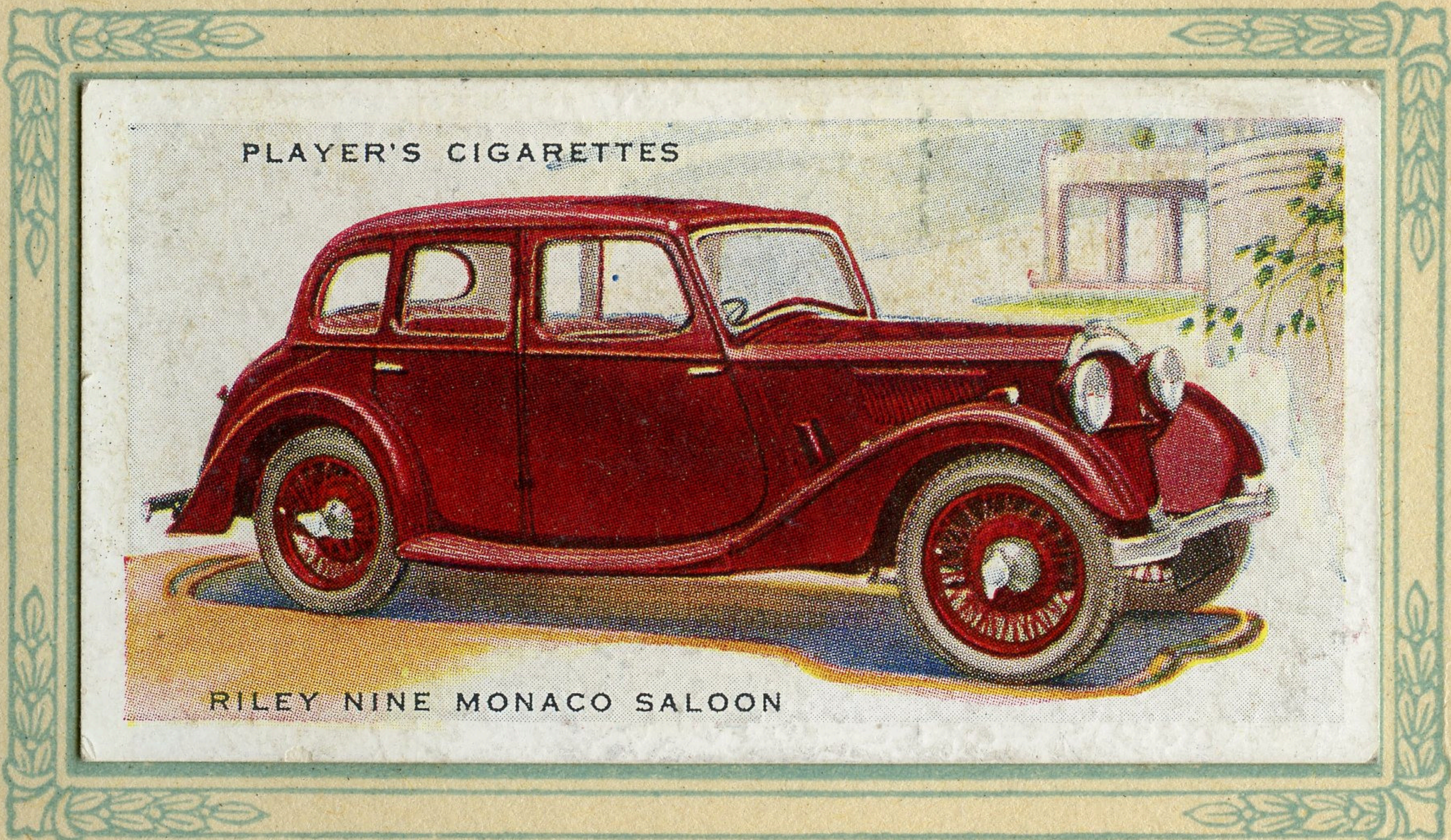
PONTIAC DE LUXE EIGHT SPORTS COUPÉ. One of the middle-priced American makes, the Pontiac, a General Motors product, has more luxurious and more fully-equipped coachwork than the average car of its class. The Eight, not as well known in England as the Six, has a larger body, as well as a more powerful and faster engine. Top speed is 85 m.p.h. and cruising speed 70 m.p.h. The straight-eight engine is of 82·5 mm. bore, 95·25 mm. stroke and 4,112 c.c. cap.; R.A.C. rating is 33·8 h.p. and annual tax £25 10s. The chassis has a 10 ft. 2 in. wheelbase and a 4 ft. 10⅝ in. track, the front wheels are independently suspended. The car is priced at £380. (No. 35)



RAILTON FAIRMILE COUPÉ. This combination of all-British body and American and English chassis components makes one of the most striking and attractive cars on the road to-day. Some others may beat it for top speed, although it can reach 90 m.p.h., but for vivid and smooth acceleration it is unsurpassed. It is extremely quiet in running, has fine brakes, and its springing gives both great comfort and first-class cornering. The eight-cylinder engine is of 76 mm. bore, 114 mm. stroke and 4,168 c.c. cap.; the R.A.C. rating is 28·8 h.p. and the annual tax £21 15s. The chassis has a 10 ft. wheelbase and a 4 ft. 8 in. track. The car is priced at £685. (No. 36)

RENAULT 12·1 H.P. TOURING SALOON A new radiator has entirely altered the frontal appearance of this famous French marque, which is also made notable now by the extreme width of the body, carried right out flush with the rear wings. In place of running boards, a stout bumper bar protects each side. This car has a top speed of 65 m.p.h. and cruises at 45-50 m.p.h. The four-cylinder engine is of 70 mm. bore, 95 mm. stroke and 1,463 c.c. cap.; the R.A.C. rating is 12·1 h.p. and the annual tax £9 15s.; there are three speeds with synchromesh. The chassis has an 8 ft. 11 in. wheelbase and a 4 ft. 4 in. track. The car is priced at £189 or, with de luxe equipment, £215. (No. 37)



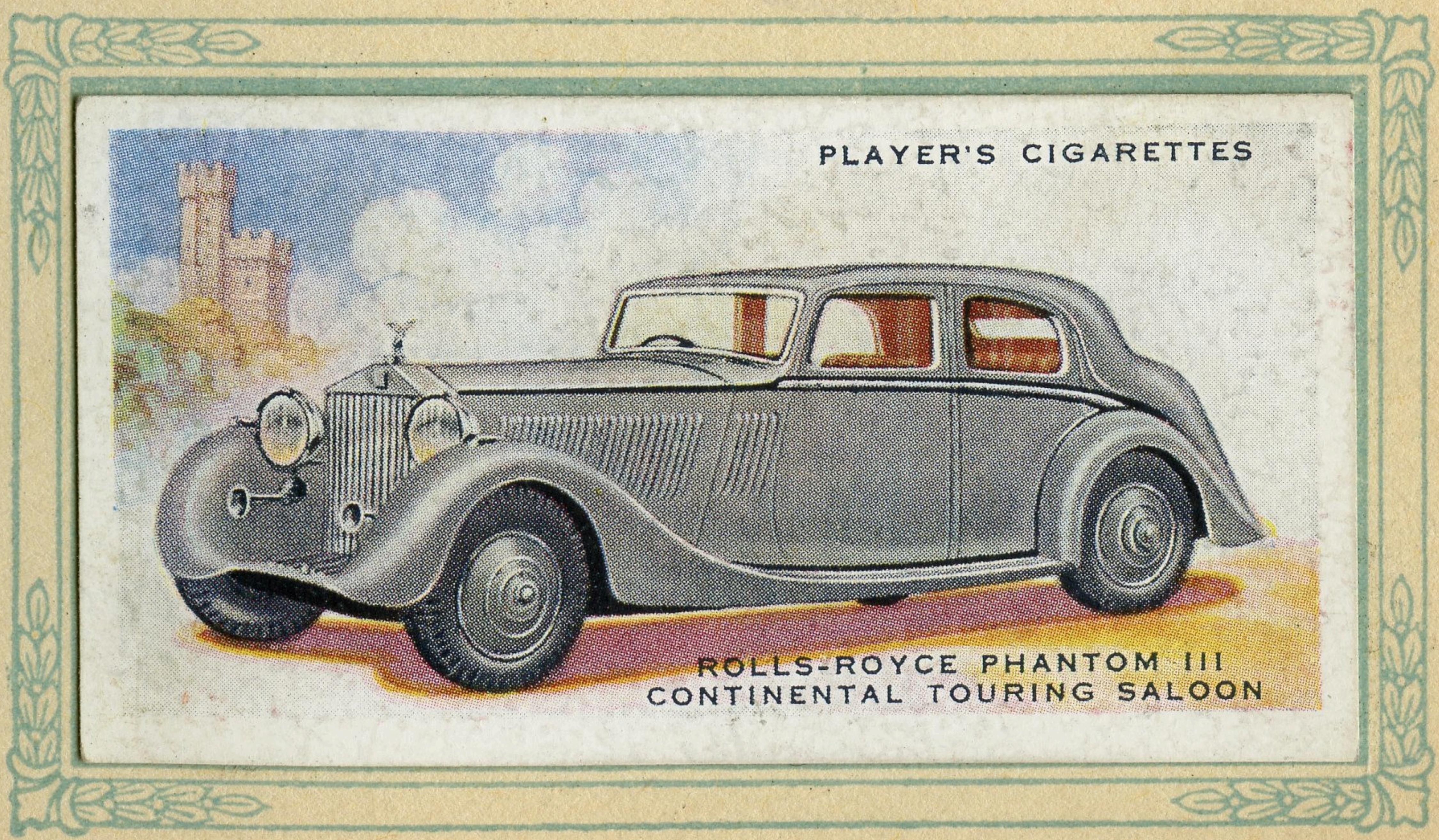


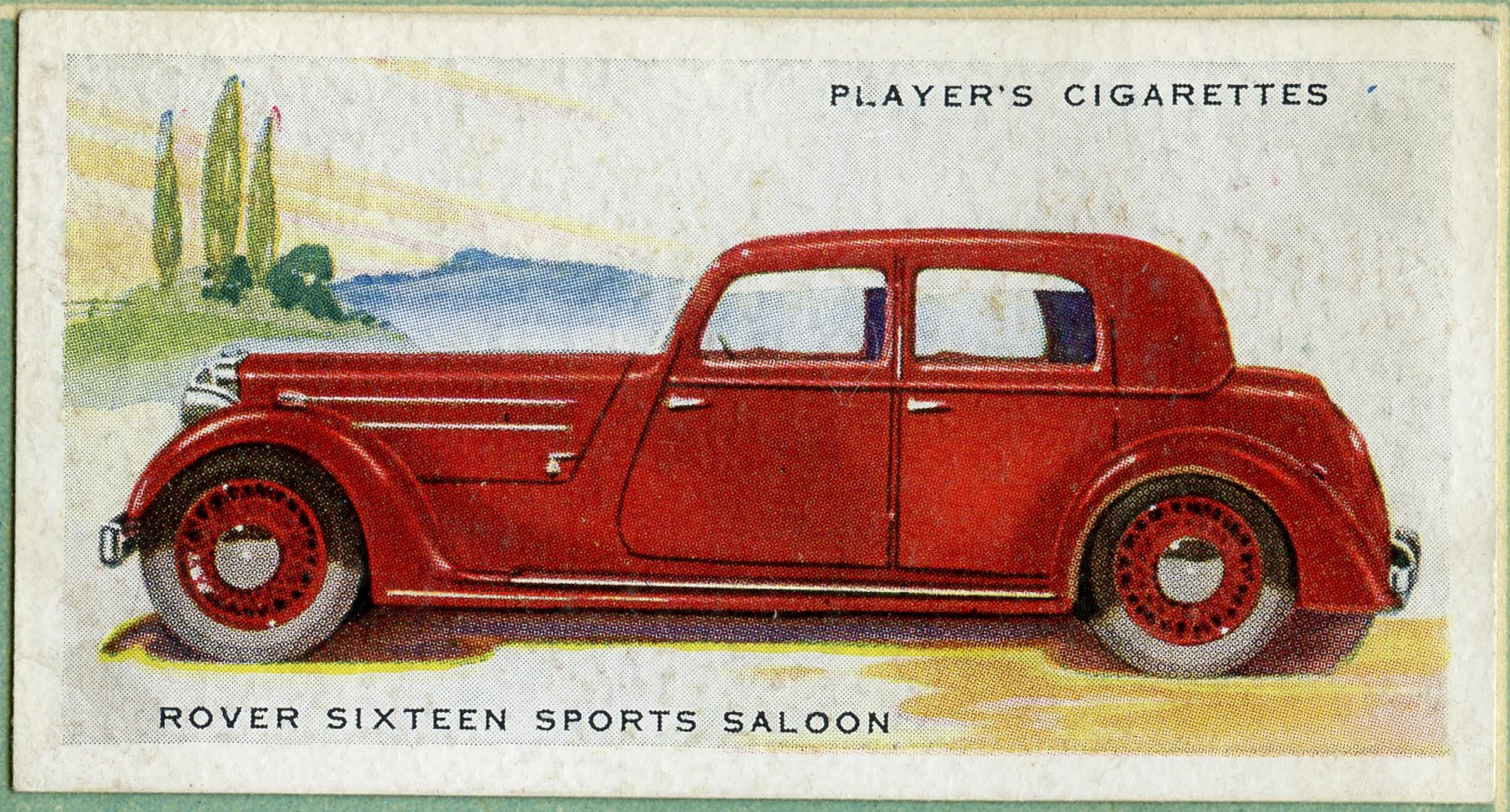


Buttertubs Pass, Yorkshire

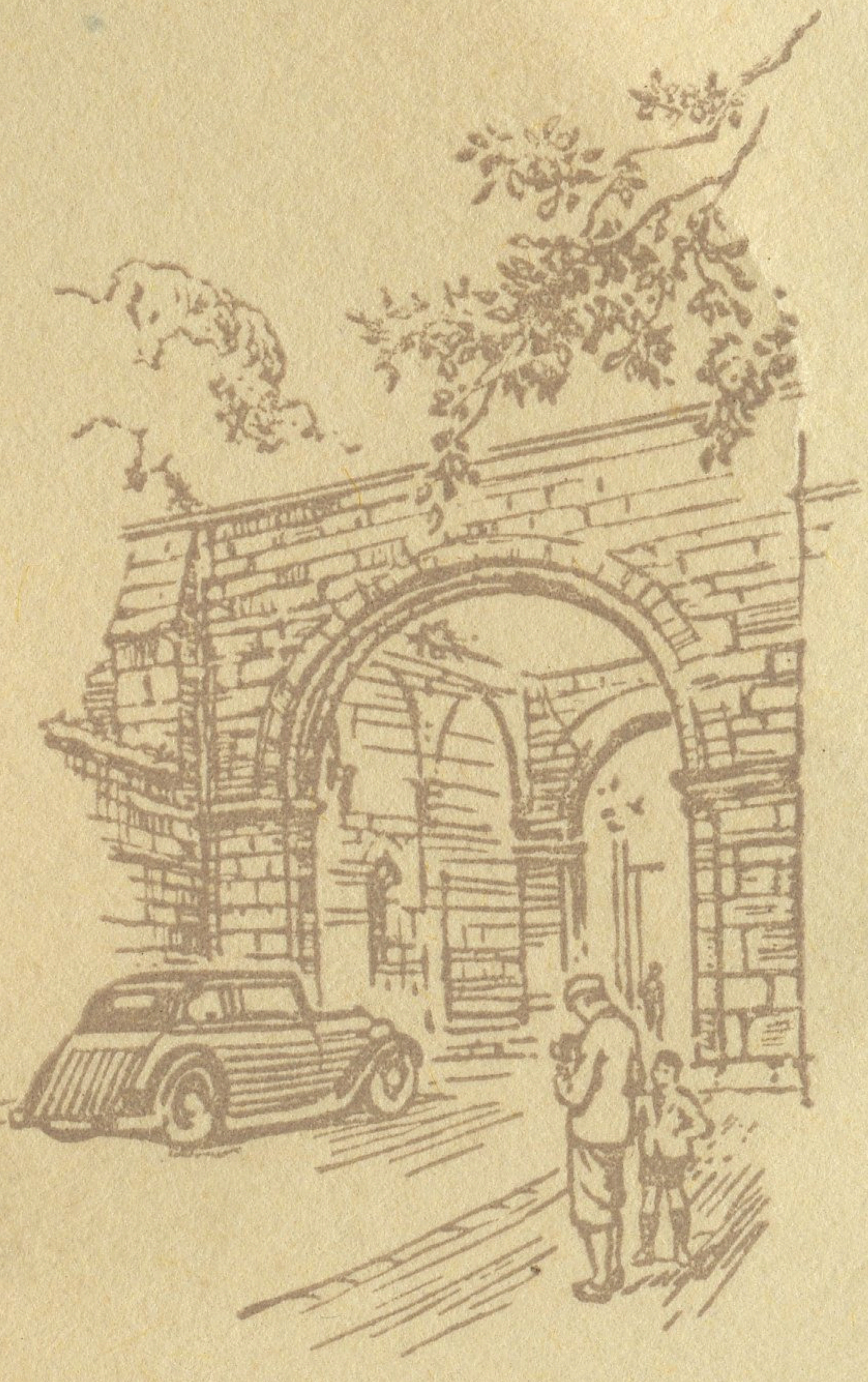
RILEY NINE MONACO SALOON. Few British cars have been more popular over a period of years than the Riley Nine, which numbers among other claims to fame that of introducing the constant-mesh gear-box. In its latest form, this model has the "special series" engine with two carburettors as well as the "pre-selectagear" transmission, a cruising speed of 50 m.p.h. and a top speed of 65 m.p.h. The four-cylinder engine is of 60·3 mm. bore, 95·2 mm. stroke and 1,089 c.c. cap.; R.A.C. rating is 9·02 h.p. and annual tax £6 15s. there is a self-changing gear-box with automatic clutch. The chassis has an 8 ft. 10 in. wheelbase and a 4 ft. track. The car is priced at £298. (No. 38)

ROLLS-ROYCE PHANTOM III CONTINENTAL TOURING SALOON the last word in comfort speed and silence. With this Barker Touring Saloon body it will attain nearly 100 m.p.h., its acceleration, deceptively smooth and quiet, is like that of a racing car The independent suspension of the front wheels has established new standards of riding comfort and steadiness. The V-12-cylinder engine is of 82·5 mm. bore, 114·3 mm. stroke and 7,340 c.c. cap.; the R.A.C. rating is 50·7 h.p. and the annual tax £38 5s. there are four speeds with right-hand change. The chassis has an 11 ft. 10 in. wheelbase and a 5 ft. 1 in. track. The car is priced at £2,720. (No. 39)

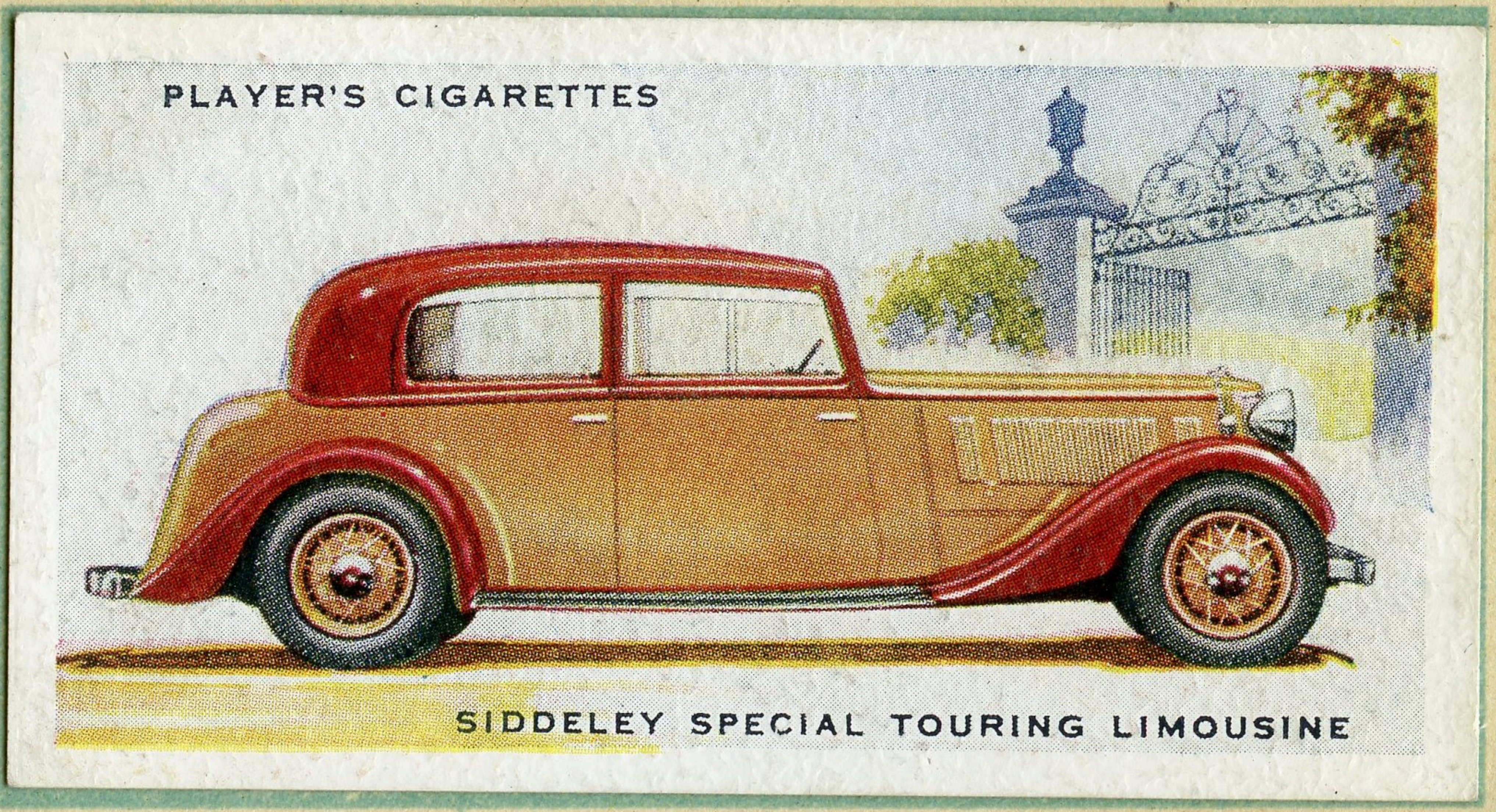




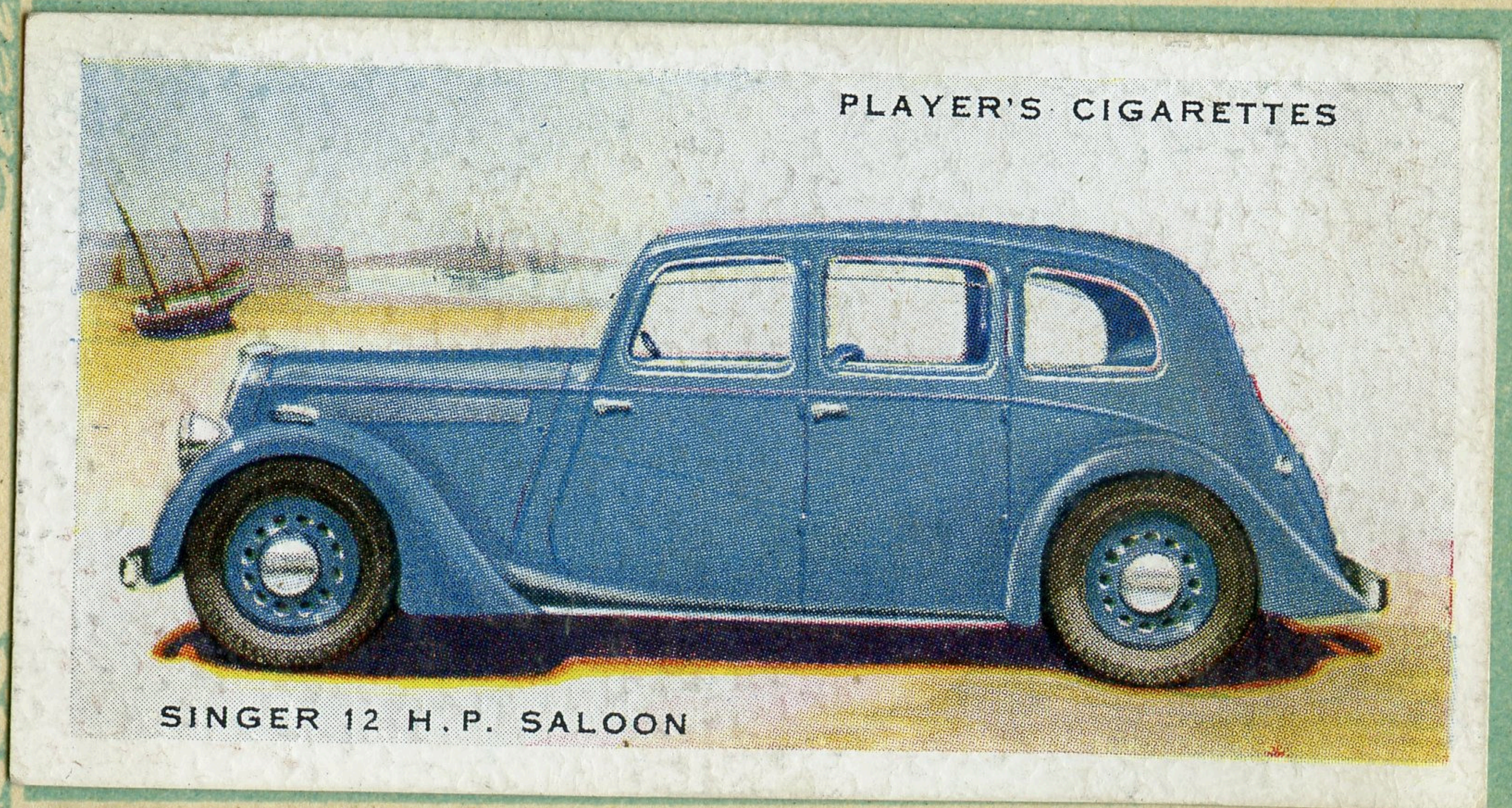
ROVER SIXTEEN SPORTS SALOON The Rover Company, Ltd., are among the oldest of British Car Manufacturers, and Rover cars have always been held in such high esteem that the demand frequently exceeds the supply. The model illustrated has a six-cylinder engine of 67·5 mm. bore, 100 mm. stroke and 2,147 c.c. cap., which gives a top speed performance of 75 m.p.h. The R.A.C. rating is 16·9 h.p. and the annual tax £12 15s. A controlled free-wheel is designed integral with the power unit. It has a four-speed gear-box and remote control gear-change. The wheelbase is 9 ft. 7 in. and track 4 ft. 4 in. Price complete, £355. (No. 40)



Priory Gateway, Hexham, Northumberland

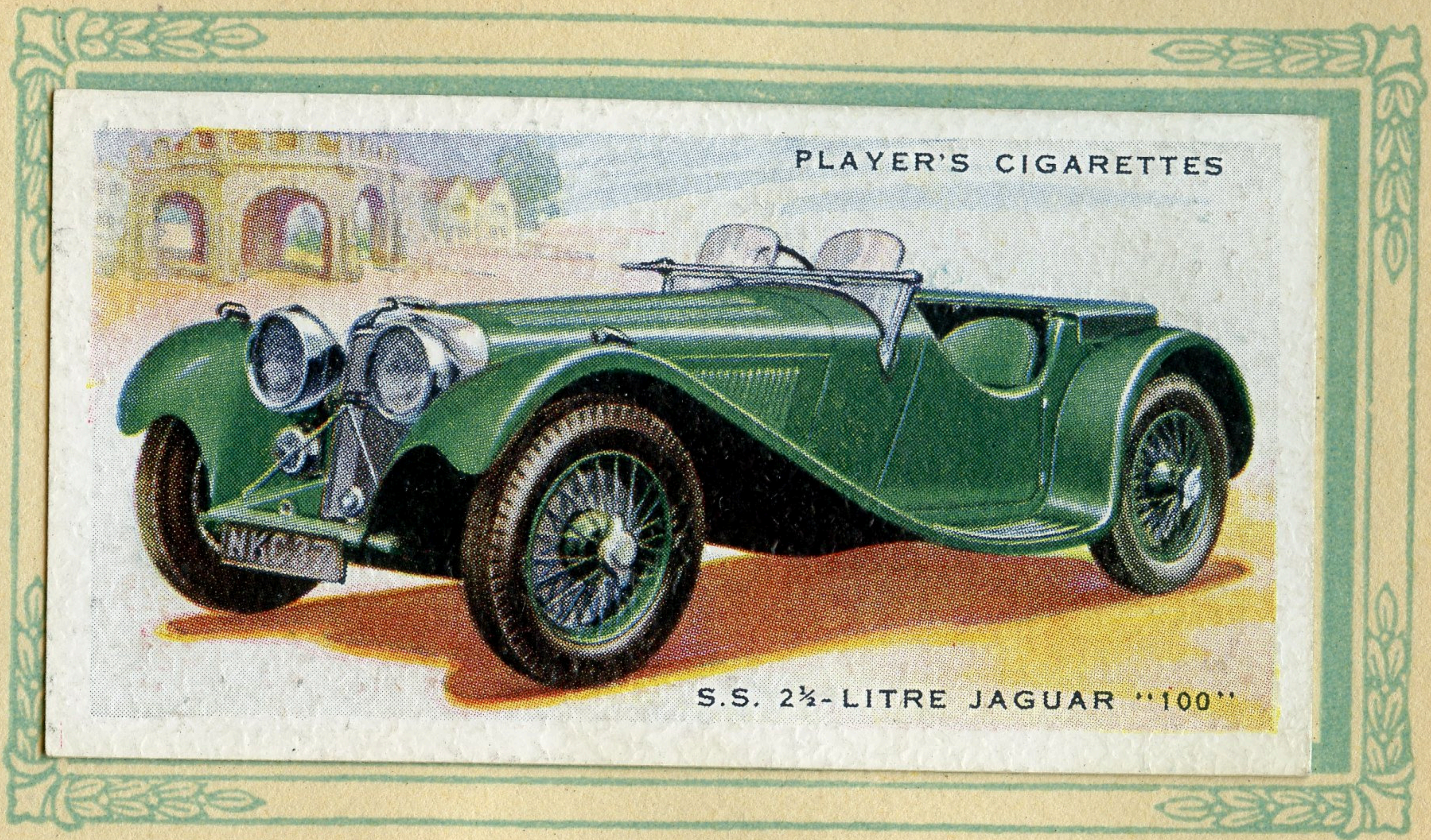


SIDDELEY SPECIAL TOURING LIMOUSINE. One of the six great British cars, the Siddeley Special incorporates in its structure much aero-engine experience, and so can boast an excellent power-weight ratio. The Touring Limousine combines all the roominess and comfort of a town carriage, while the powerful engine yields a maximum speed of 80 m.p.h. and a cruising speed of 65-70 m.p.h. The six-cylinder engine is of 88·9 mm. bore, 133·4 mm. stroke and 4,960 c.c. cap.; R.A.C. rating is 30 h.p. and annual tax £22 10s.; there is a four-speed pre-selective gear-box. The chassis has a 12 ft. wheelbase and a 4 ft. 10 in. track. The car is priced at £1,300. (No. 41)

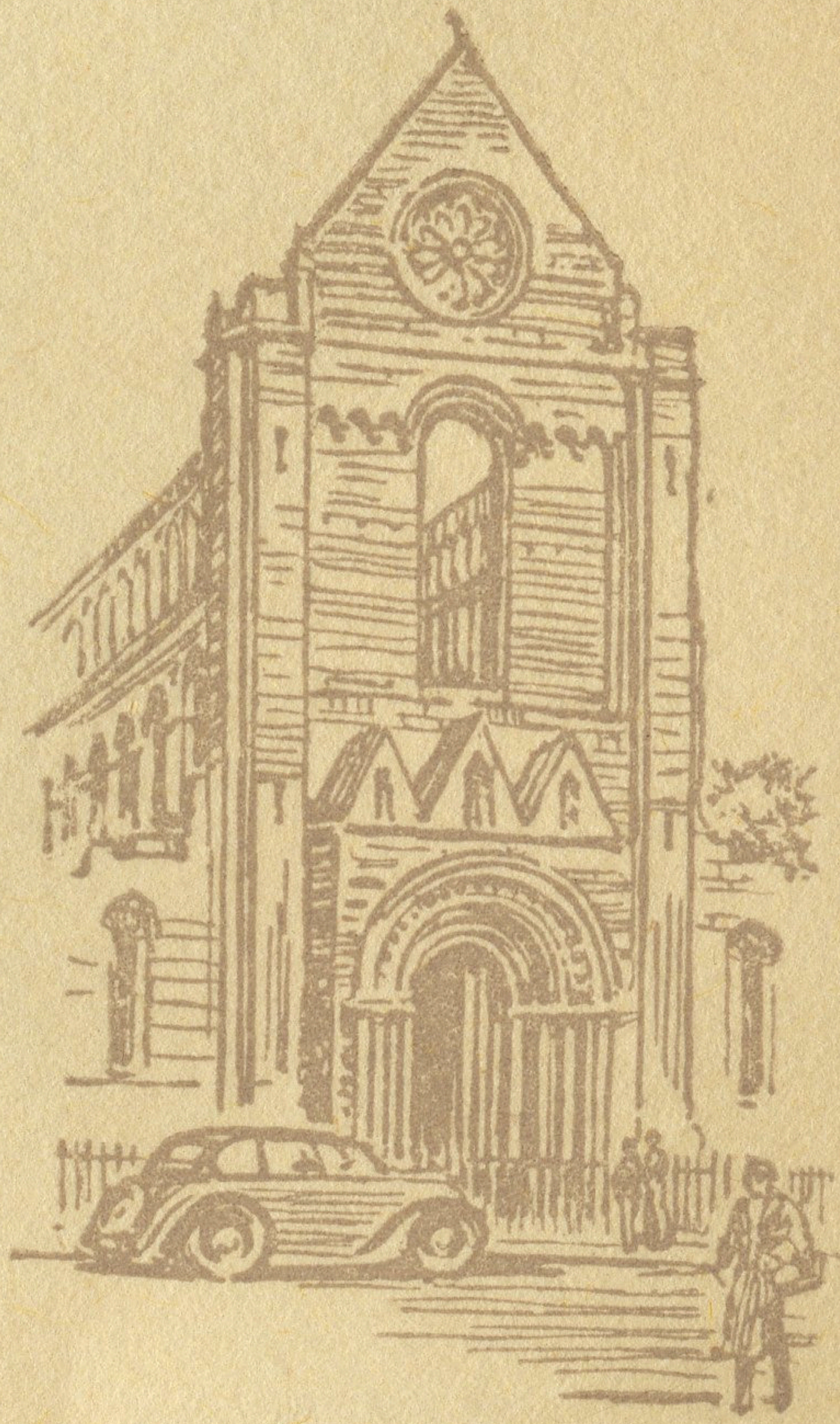


SINGER 12 H.P SALOON, perhaps the most interesting of the new range of Singer models. It is of conventional and well-tried design, and the very efficient flexibly-mounted power-unit, fitted to an unusually roomy body, runs with remarkable ease and smoothness. The maximum speed is about 70 m.p.h. and the cruising speed 50-60 m.p.h. The four-cylinder overhead-valve engine is of 68 mm. bore, 105 mm. stroke and 1,525 c.c. cap. R.A.C. rating is 11·47 h.p. and annual tax £9; there are four speeds with synchromesh to 2nd, 3rd and top. The chassis has an 8 ft. 7 in. wheelbase, a 4 ft. 2 in. track (front), and a 4 ft. 4 in. track (rear). The car is priced at £225. (No. 42)

S.S. 2½-LITRE JAGUAR "100." From the beginning, the designers of S.S. cars aimed at a combination of striking but not startling lines, high-class performance and moderate price. The 2½-litre Jaguar open two-seater is claimed, in favourable conditions and with lowered screen, to reach 100 m.p.h.; this for a 20 h.p. car costing under £400 is a great achievement. The six-cylinder overhead-valve engine is of 73 mm. bore, 106 mm. stroke and 2,663·7 c.c. cap.; the R.A.C. rating is 19·84 h.p. and the annual tax £15; there are four speeds with synchromesh. The chassis has an 8 ft. 8 in. wheelbase and a 4 ft. 6 in. track. The car is priced at £395. (No. 43)



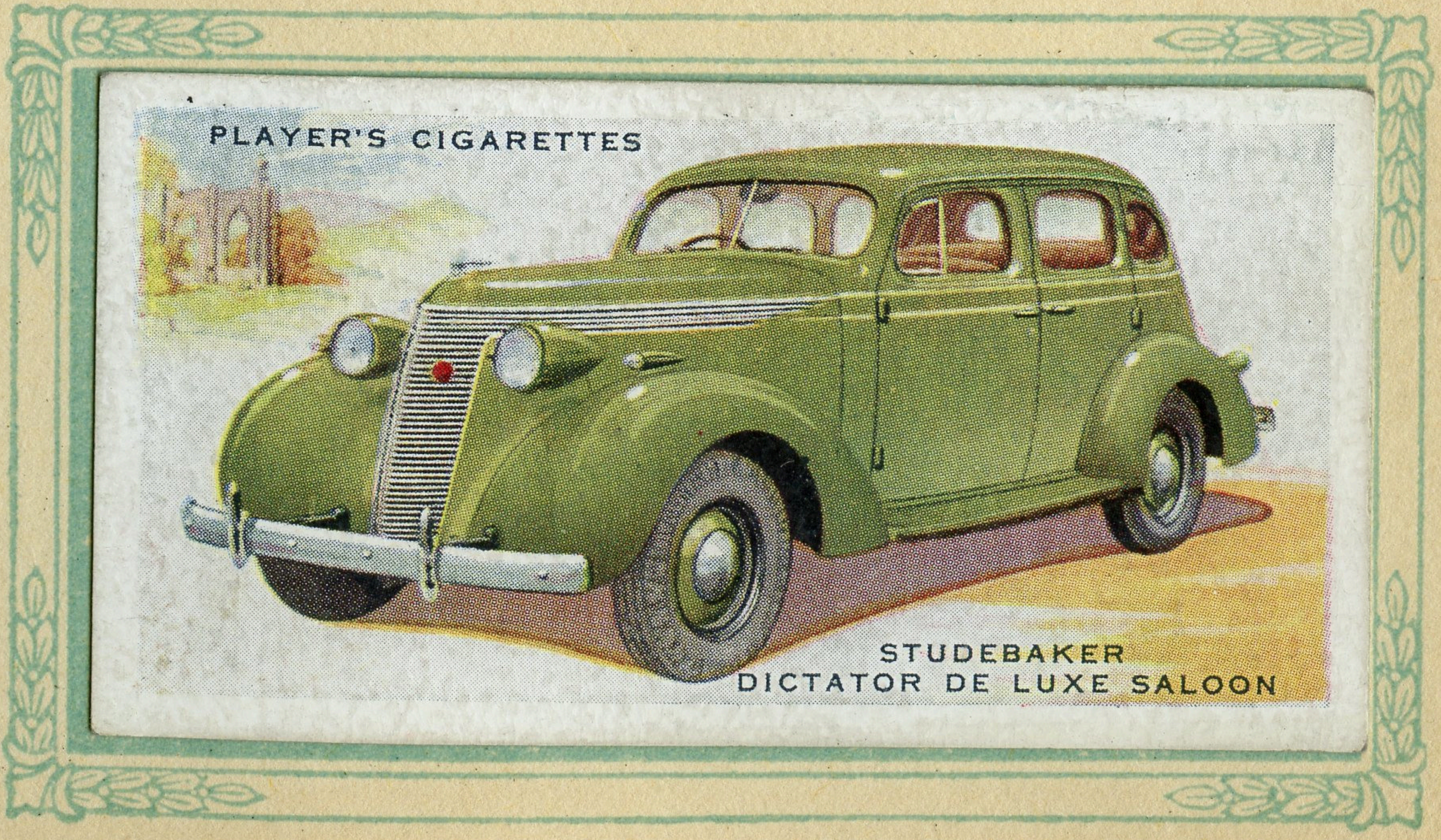


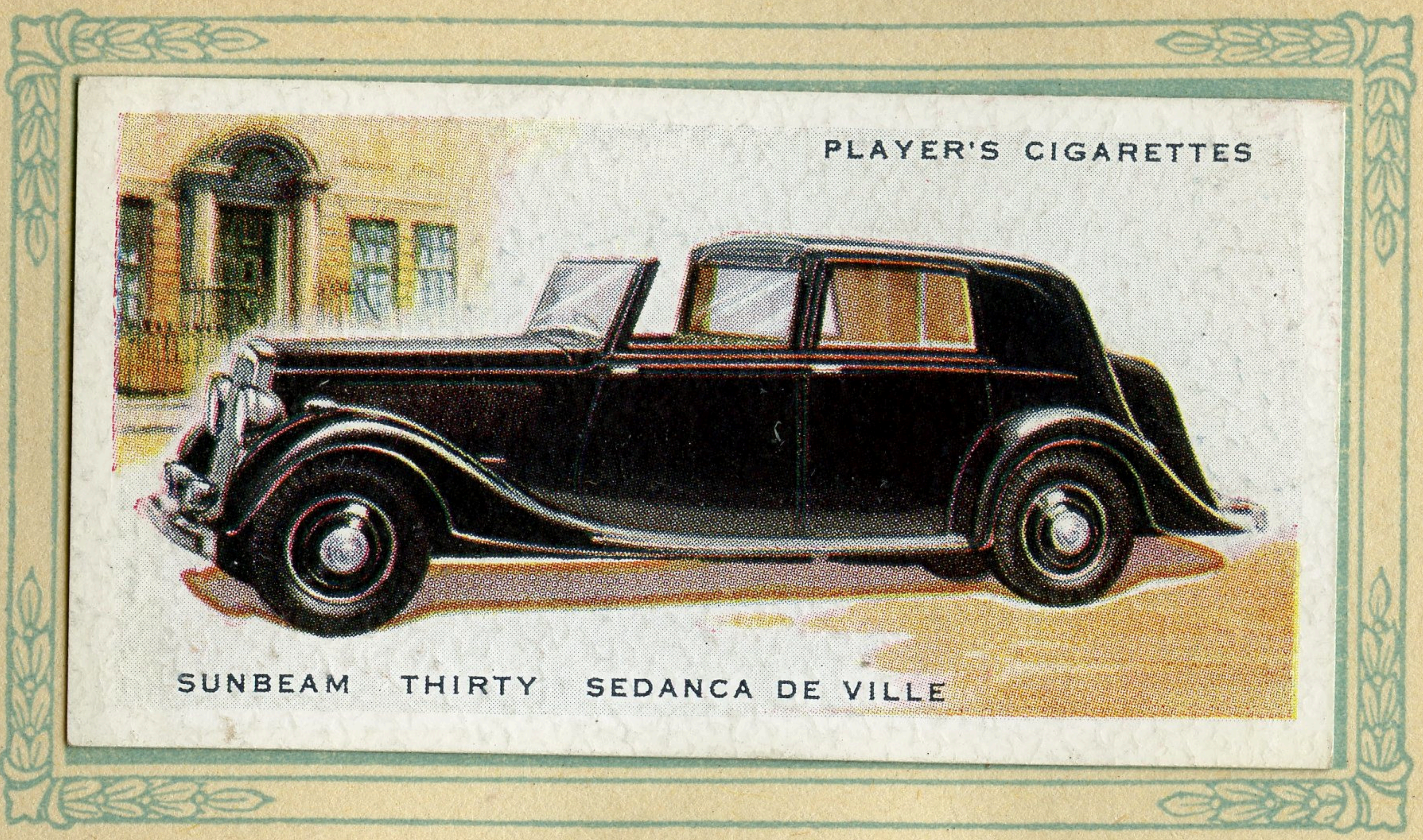


Jedburgh Abbey, Roxburghshire

"FLYING STANDARD" 20 H.P V-EIGHT SALOON. A V-eight engine and semi-elliptic springs controlled by torsion bars front and rear, in conjunction with hydraulic shock absorbers—these are two outstanding features of the latest "Flying Standard." Top speed is 82 m.p.h. and cruising speed 70 m.p.h.; acceleration is brisk and nearly all work can be done on top. The side-valve engine is of 63·5 mm. bore, 106 mm. stroke and 2,686 c.c. cap. R.A.C. rating is 20 h.p. and annual tax £15; the gear-box is four-speed, with synchromesh and silent gears on 2nd, 3rd and top. The chassis has an 8 ft. 6 in. wheelbase and a 4 ft. 4 in. track. The car is priced at £349. (No. 44)

STUDEBAKER DICTATOR DE LUXE SALOON The Studebaker is one of the most popular medium-priced American cars in this country "Automatic overdrive" has now been adopted; this is a higher top gear automatically engaged by a momentary release of the accelerator at about 45 m.p.h. A maximum speed of 85 m.p.h. is claimed, with a cruising speed of 70 m.p.h. and 20 miles to the gallon. The six-cylinder engine is of 82·55 mm. bore, 111 mm. stroke and 3,569 c.c. cap. the R.A.C. rating is 25·4 h.p. and the annual tax £19 10s. The chassis has a 9 ft. 8 in. wheelbase and a 5 ft. track. The car is priced at £368. (No. 45)

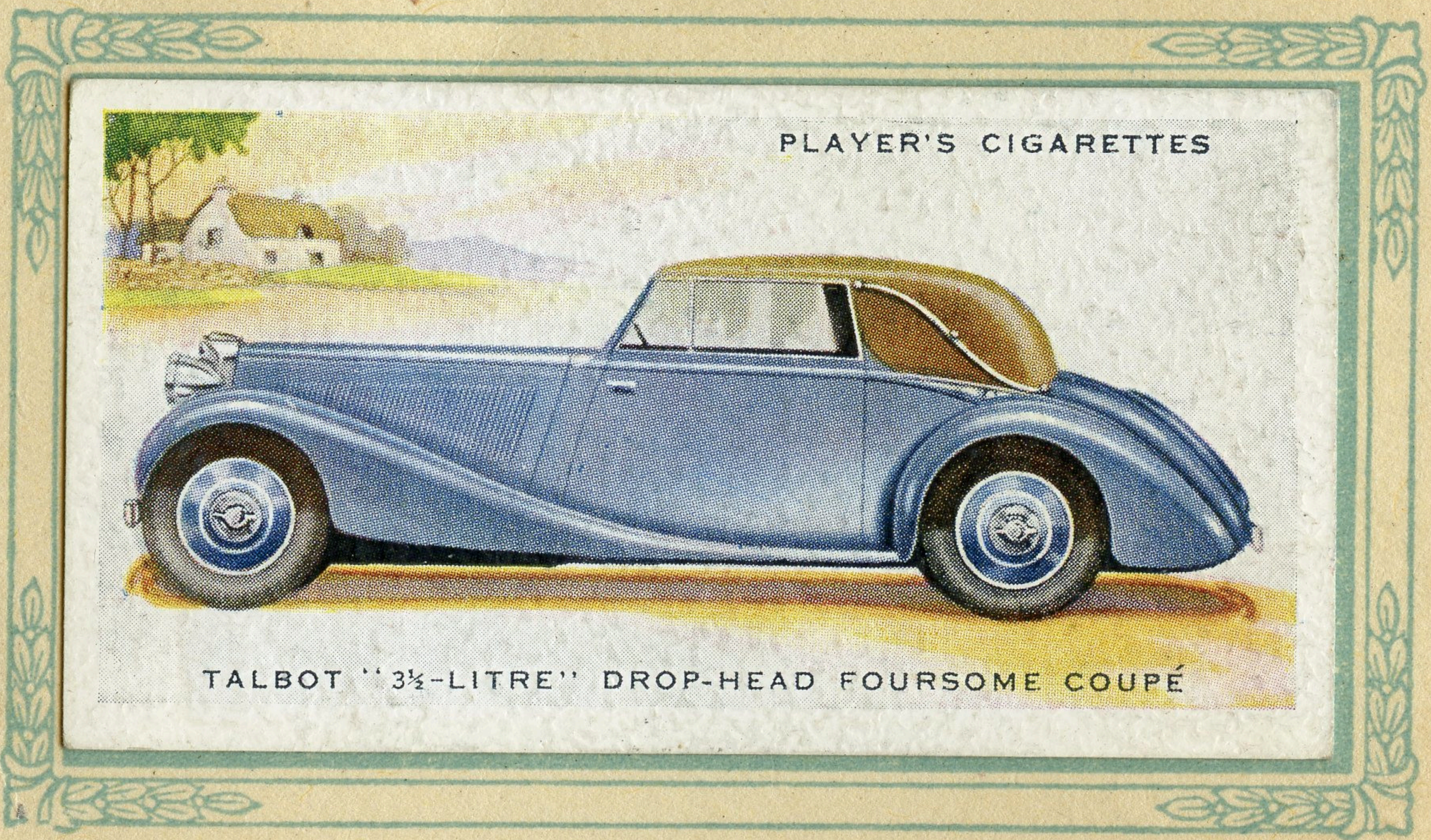




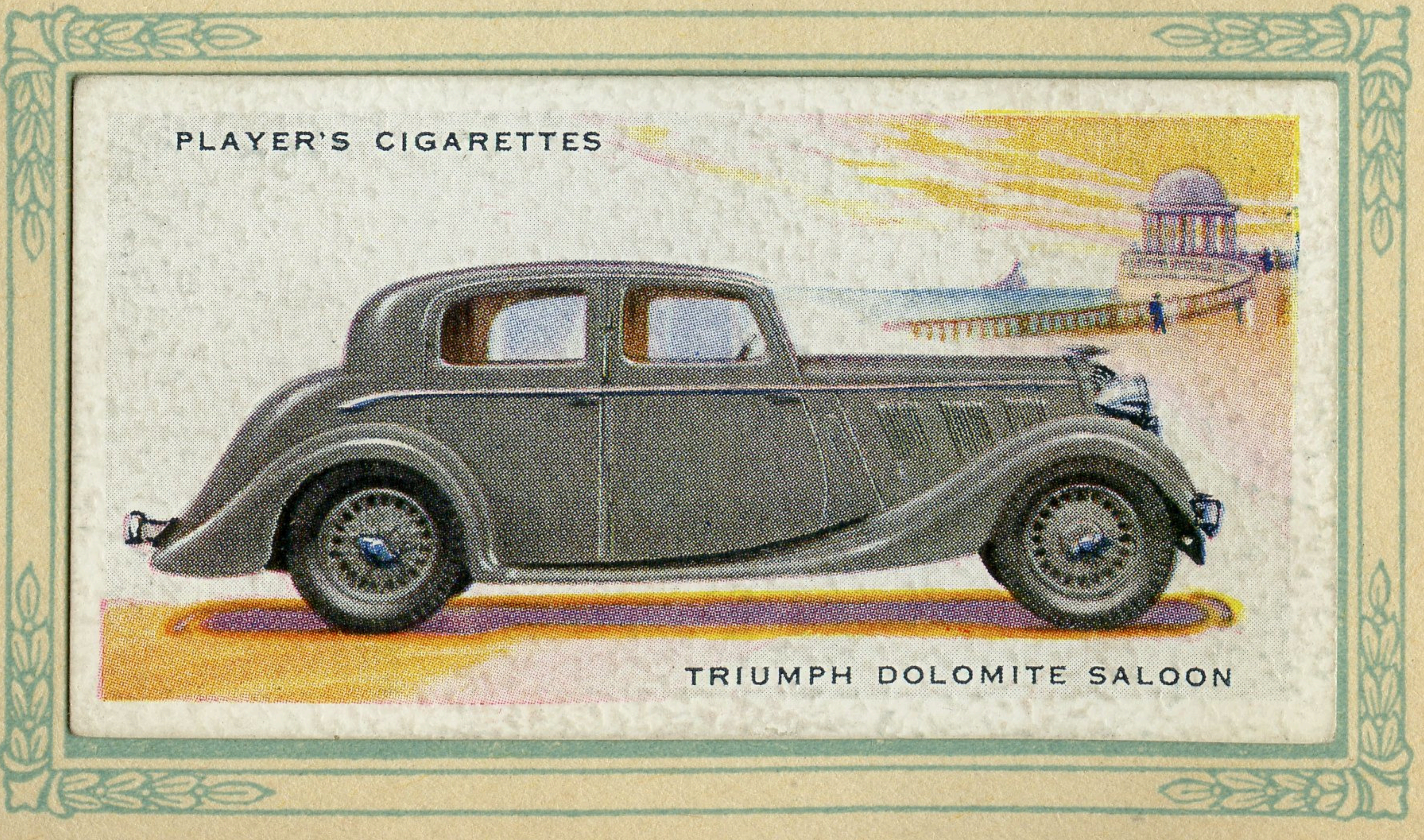
SUNBEAM THIRTY SEDANCA DE VILLE. Bearing a name long famous in motoring annals, the new Sunbeam breaks away from tradition. The power unit is a "straight-eight" of original design, and the chassis has independent suspension to the front wheels. This handsome sedanca body is on the longer of alternative wheelbases. The eight-cylinder engine is of 80 mm. bore, 112 mm. stroke and 4,504 c.c. cap. the R.A.C. rating is 31·7 h.p. and the annual tax £24. The chassis has an 11 ft. 4¼ in. wheelbase and a 5 ft. 0¼ in. track. The car is priced at £1,475. (No. 46)



Glencoe,
Argyllshire

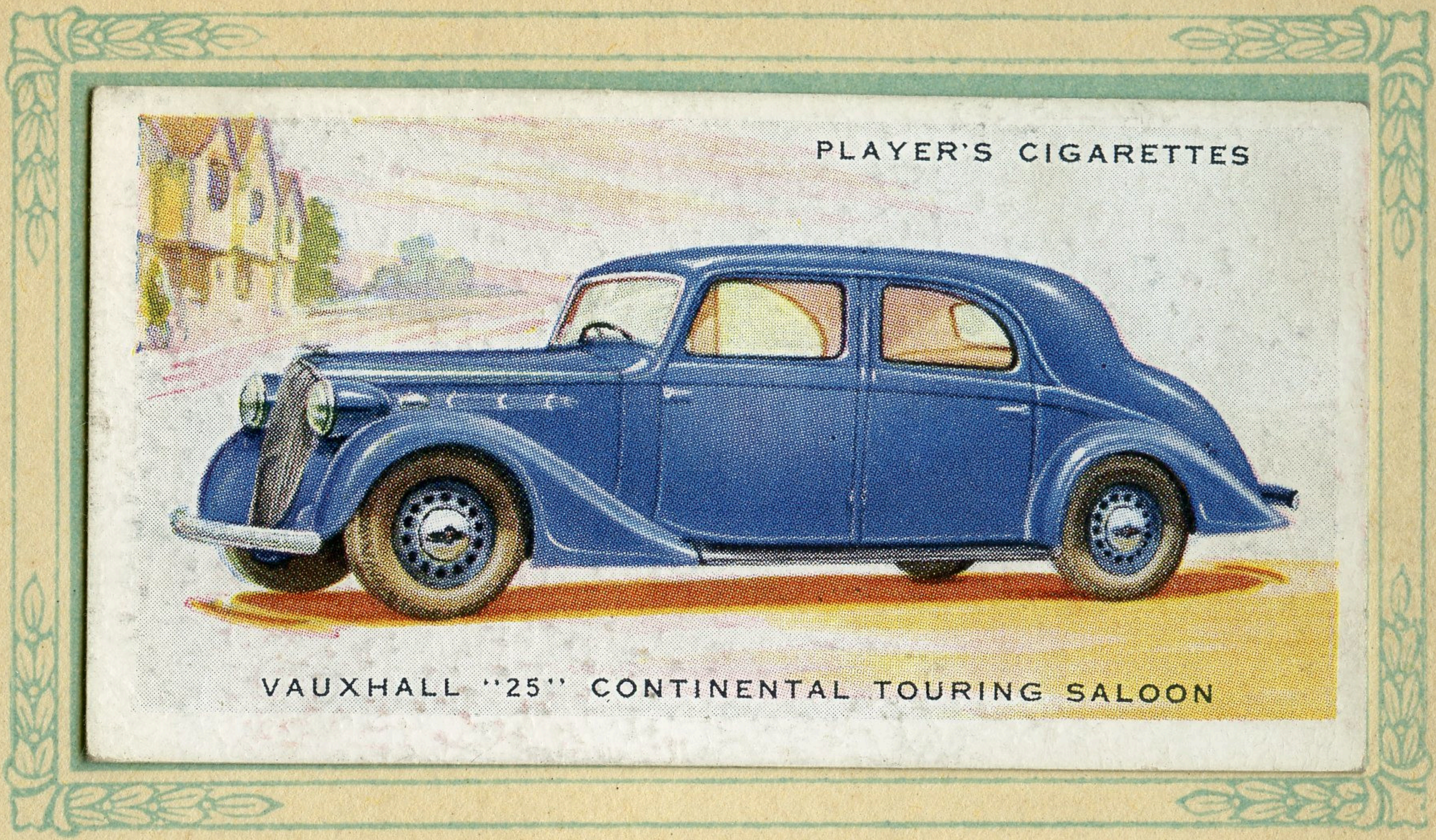


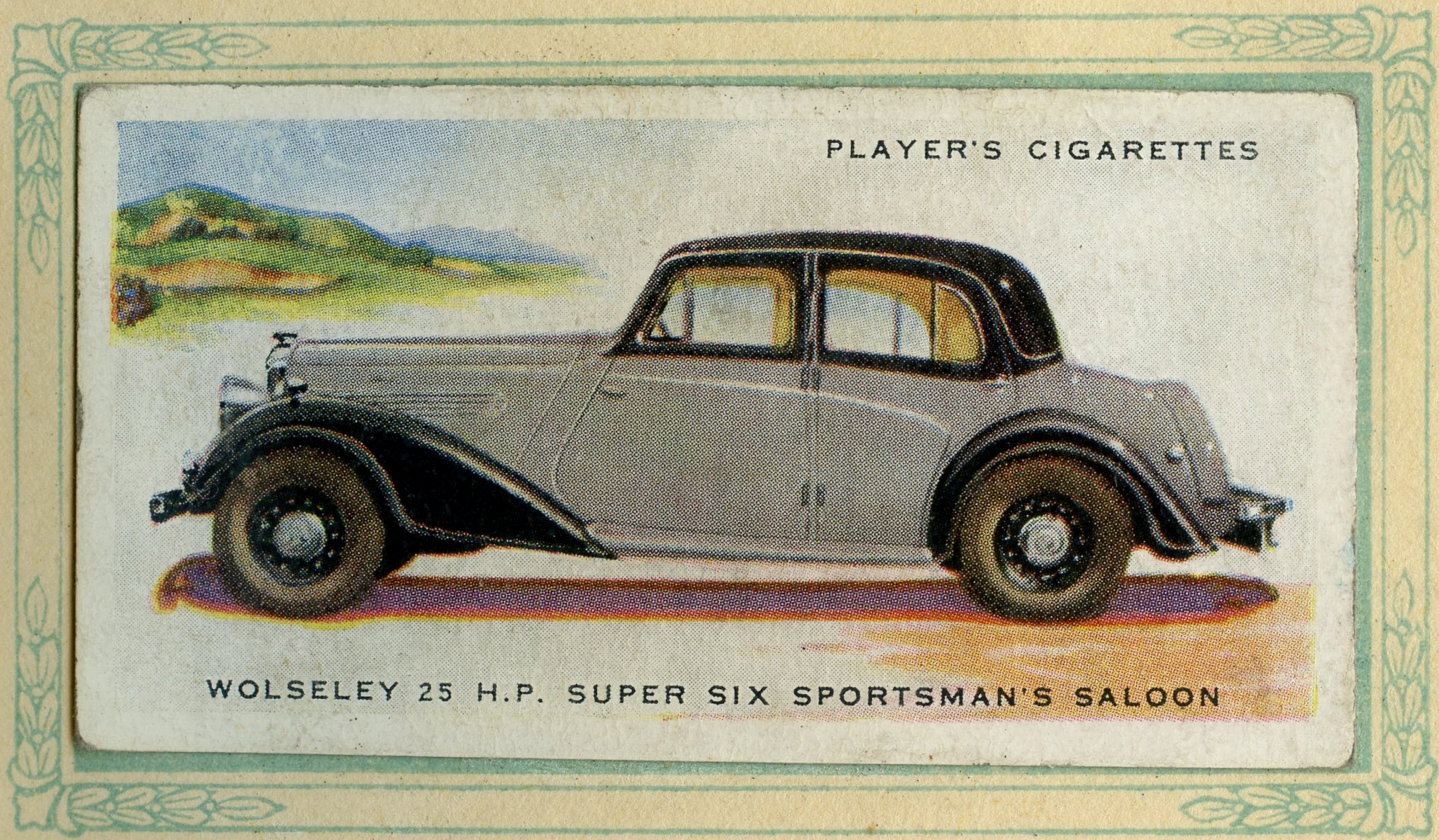
TALBOT "3½-LITRE" DROP-HEAD FOURSOME COUPÉ, one of the fastest cars on the road (maximum speed over 92 m.p.h. and cruising speed 70 m.p.h. or more). It is also the most silent Talbot yet produced and embodies in its endurance and road-holding the experience of many years racing. The Talbot automatic traffic clutch and pre-selective gear-box are not standard on this model, but can be fitted for an extra £25. The six-cylinder engine is of 80 mm. bore, 112 mm. stroke and 3,377 c.c. cap.; R.A.C. rating is 23·8 h.p. and annual tax £18. The chassis has a 10 ft. 0⅜ in. wheel-base and a 4 ft. 8 in. track. The car is priced at £795. (No. 47)



TRIUMPH DOLOMITE SALOON Of the new Triumphs, which might almost be said to have been bred in the Alpine trials, the Dolomite is proving one of the most successful. The 2-litre engine gives it a top speed of 80 m.p.h. and a cruising speed of 65 m.p.h. the acceleration is lively, the body roomy and comfortable, and the driving position and controls unusually well-designed. It is also available with a four-cylinder 14 h.p. engine. The six-cylinder engine is of 65 mm. bore, 100 mm. stroke and 1,991 c.c. cap.; R.A.C. rating is 15·72 h.p. and annual tax £12. The chassis has a 9 ft. 8 in. wheelbase and a 4 ft. 4½ in. track. The car is priced at £368. (No. 48)

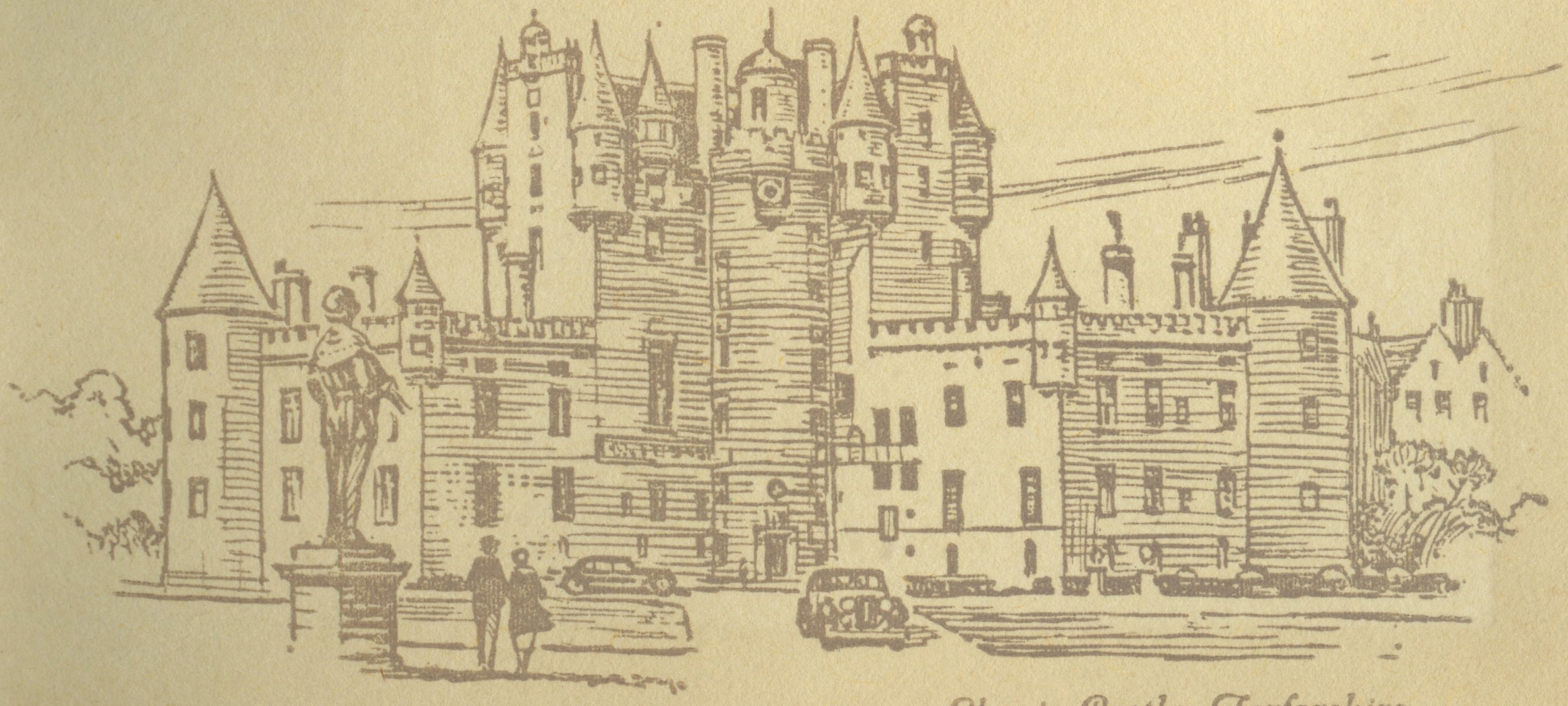
VAUXHALL "25" CONTINENTAL TOURING SALOON. The new big Vauxhall gives promise of proving as successful as the famous "12" and "14" models. It has a good turn of speed, brisk acceleration, independent suspension and draught-free ventilation. Top speed is around 80 m.p.h. and cruising speed 65 m.p.h. The six-cylinder o.h.v engine is of 81·94 mm. bore, 101·6 mm. stroke and 3,215 c.c. cap.; R.A.C. rating is 24·97 h.p. and annual tax £18 15s.; there are four speeds with synchromesh. The chassis has a 9 ft. 3 in. wheelbase and a 4 ft. 9½ in. track. The Saloon costs £298. The model illustrated has special coachwork by Connaught and is priced at £528. (No. 49)







WOLSELEY 25 H.P. SUPER SIX SPORTSMAN'S SALOON. This model earns high marks for performance, looks and comfort. Its test figures are striking: a maximum speed of over 81 m.p.h., acceleration from 10 to 30 m.p.h. in 4·8 sec., and from 0 to 50 m.p.h. in 14·2 sec. The car is as smooth-running and noiseless as a fine town carriage and as well appointed. The six-cylinder overhead-valve engine is of 82 mm. bore, 110 mm. stroke and 3,485 c.c. cap.; the R.A.C. rating is 25·01 h.p. and the annual tax £18 15s.; there are four speeds with synchromesh. The chassis has a 10 ft. 1½ in. wheelbase and a 4 ft. 8 in. track. The car is priced at £425. (No. 50)



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